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The Sugar Pine Railway

History of a Sierran Logging Railroad

Pamela A. Conners, Historian



United States
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National Agricultural Library

The Sugar Pine Railway

History of a Sierran Logging Railroad

Pamela A. Conners, Historian
Stanislaus National Forest
1997

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Dedication



This history of the Sugar Pine Railway system and the lumber companies that sustained it is dedicated to Manuel J. Marshall. Manny with his wife, Violetta Grisell Marshall, are pictured in 1926 on the porch of their cabin at Camp Pickering 2. Manuel J. Marshall collection

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Foreword

"Sugar Pine railroad logging system" is shorthand for a complex operation that included the Standard Lumber Company and its successor, the Pickering, their various sawmills through time, the 14-mile Sugar Pine Railway from Ralph Station to Lyons Dam, and the lumber company's railroad from Lyons, deep into the woods. The Sugar Pine's history is also intertwined with that of the Sierra Railway, which threaded its way from Ralph, through the mill and company town of Standard, through Sonora and Jamestown and terminated at the Southern Pacific and the Atchison, Topeka & Santa Fe rails in Oakdale. Throughout its over half century of existence, the Sugar Pine railroad logging system etched its signature on the character of the Central Sierra—on its demographics, its economic development and its social history. And although this is a particularistic history, its details serve the larger scene of railroad logging in the West. The Sugar Pine's logging operations—involving thousands of acres in Tuolumne County—had profound and long-lasting effects on the land and people it touched.

Thanks

Though there were scores of people who, in some way, facilitated writing this history—you know who you are—I want to particularly acknowledge some who, without their aid, I simply could not have done it. First and foremost, Manuel J. Marshall (1902-1994), an engineer on the Sugar Pine Railway and dear friend who not only shared material about railroad logging, but who inspired me by his example to better understand and write about it. Thanks also to Fibreboard Corporation's Chris Hazzard, Cecilia Minarik and Bill Snyder; these individuals significantly advanced this research while steadfastly safe-guarding the archival documents under their care. Through their efforts, I had open access to the rich company archive at Standard, inherited from its Standard and Pickering predecessors.

As I worked on this project in the summer of 1995, the announcement was made that the Standard operation would be sold once again; this time to Sierra Pacific Industries. I hope that the new stewards of the company archive continue the tradition of preserving their institutional memory through the documents, ledgers, maps, and memorabilia that comprise the Standard Archive.

Finally, thanks to my colleagues at the U.S. Forest Service who supported this history and National Register evaluation project by securing funding, relieving me of other pressing work, mapping the system and otherwise encouraging and supporting the project: thanks to Gail Firebaugh, Dan Elliott, Art Smith and especially Scott Baker.

PROLOGUE

The story of the Sugar Pine railroad logging system spans over sixty years and has left us a legacy in and on the ground. The legacy takes a literal form in the soils and in the vegetation composition of the landscape it reshaped. It takes a slightly more vicarious form in its archaeological expression: in abandoned—sometimes hardly discernible—vestiges of grades, camps, and the myriad activity areas that together, composed a railroad logging “chance.” And a “chance” is just what they called it at the turn into the twentieth century. A chance—if you were business-minded, shrewd, savvy in the complexities of modern technology, and if you played your cards right—to reap handsome economic benefits from western pine forests. “Green gold,” promoters called it; money could grow on trees.

The story of the Sugar Pine railroad logging system is one of big money coming to a little town; of powerful technology confidently and optimistically unleashed on virgin woods; of shady as well as forthright land and stumpage deals; of chiseling and negotiating; of cornering markets and eliminating competition; of faltering finances and paper money castles; of interlocking webs of corporate kinship; of market reality-defying boosterism; of cooperation and sparring with the Forest Service, an agency insularly speaking its own language of deficiency—a language unintelligible to both the lumber industry and the region’s promoters; of tough decisions by iron-willed, business-minded individuals with seemingly boundless energy; of pulsing labor unrest; of social control and goodwill through corporate benevolence; of class and racism; of desperate, future-cidal tactics to stay alive; and of reluctant and unrelenting change.

A history of the Sugar Pine railroad logging system will probably never be complete, and its outlines will take the shape of the purposes for which it is written and re-written. This one’s purpose is as a foundation and framework for elementally understanding the historical importance of the system in state and regional history; to see where it fits in the context of the phenomenon of late nineteenth and early twentieth century railroad logging in the West and within that time’s peculiar love affair with industrial power and its abiding faith in technology and scientific management. The intent of this history is also to explore the Sugar Pine railroad logging system’s development from embryo, through infancy, childhood, adolescence, adulthood, and final transformation and to show how the structure of its development intersects with larger themes and patterns in American history. On a smaller scale, this history is also written to illuminate the Sugar Pine’s particular structure of development in a way that helps those of us managing its tracery on the ground to make thoughtful, holistic decisions and in a way that helps those of us seeking to know something of our Sierran roots to better appreciate this system and its ties to larger and longer historical threads.

In places, this history is a crude patchwork; it is a quilt with missing squares and some unsure stitchery. Like a quilt, time and effort will see it complete; and with use, replacement squares will be sewn-in with new stitches, perhaps with new twists. And in more time, maybe all that will be left of it will be a few resilient scraps that are innovatively patched into a stronger, newly-conceived and more artful work.

Pamela A. Conners, Historian
U.S. Forest Service
October 1995

OF CORNERING MARKETS AND ELIMINATING COMPETITION...

“Standard Lumber Company commenced business in Sonora this day [May 1st 1902] with the following resources: Mdse purchased from S. S. Bradford as per inventory \$119,000.00; Mdse purchased from N.L. Knudsen as per inventory \$11,637.63.”

This was the first entry in a volume simply labeled “Journal,” recording the Standard Lumber Company’s business transactions, between May 1 and December 31, 1902 (S.A. SLC 1902).

When the Standard Lumber Company (SLC) opened its doors for business, a new form, dynamic, and scale for the logging industry in Tuolumne County was already taking shape. The linchpin for developing viable, large-scale railroad logging ventures in this region of the Sierra Nevada had been completed for over two years, with the Sierra Railway Company standard gauge rails connecting Sonora in 1899 with the Santa Fe and Southern Pacific railhead in Oakdale. Though organized earlier, the West Side Flume & Lumber Company—with its sawmill in the town of Tuolumne—was incorporated under California law on May 21, 1899 and already controlled substantial timber lands, primarily in the Tuolumne River watershed north of that river’s mainstem. In 1900, Sierra Railway trackage reached the town of Carters, now known as Tuolumne, and on August 27 of that year, the West Side’s common carrier woods railroad was incorporated as the Hetch Hetchy & Yosemite Valleys Railway of California. In fewer than a dozen years, the company town at Tuolumne would be joined by another mill town less than six miles away by rail at the new company town of Standard. Some of the key initiators were the same for all three ventures—including William and Henry Crocker and Thomas S. Bullock—and the main corporate offices for each company were housed in the Crocker Building at the corner of Post, Market, and Montgomery streets in downtown San Francisco.

Incorporated under laws of the State of California on September 30, 1901, Article 2 of the Standard Lumber Company broadly stated its charter:

That the purposes for which it is formed are to acquire, purchase, hold, sell, hire, lease, handle, operate, work, develop and otherwise deal in land, water, water rights, rights of way, easements, mines, mineral deposits, quarries, stock in other corporations, inventions, trade marks, patents, patent rights, licenses, privi-

leges, pipe lines and other properties, real, personal or mixed, to construct, maintain, operate, hire, lease, use, acquire, purchase, sell or otherwise deal in reservoirs, ditches, lines or works for the transmission or distribution of electric light or power, to manufacture, purchase, hold, own, sell, hire, lease, handle, operate, work, develop, exploit and otherwise deal in timber and lumber, and in connection therewith to conduct and carry on a general lumbering business in all its branches, and in connection with all of the aforesaid purposes; to do and perform any and every business act, matter or thing necessary, requisite or expedient to be done in and about any of the said purposes.

Article 5 noted that there were to be five directors and they were named as W. J. Rule, D. H. Steinmetz, F. R. Turton, W. R. and E. L. Hoag, all of San Francisco. Article 6 noted the capital stock was \$50,000 in 500 shares of \$100 each; Article 7 noted that David H. Steinmetz subscribed to 496 shares with the other directors holding one share apiece. The Standard Lumber Company’s term of incorporation was 50 years, commencing August 9, 1901 (S. A. SLC n.d.1). The board of directors minutes for October 12, 1901 reflect that Miss S. M. Rickey was elected secretary of the company for the ensuing year (S. A. SLC Record of Minutes 1901). (For Articles of Incorporation, see appendix page 202.)

The lands being vigorously acquired for the Standard Lumber Company were primarily within the boundaries of government owned timber lands administered by the Stanislaus Forest Reserve. Just four years earlier, the Organic Act of 1897 had authorized timber sales on forest reserves. The act had directed the Secretary of the Interior to set rules that “may cause to be designated and appraised so much of the dead, matured, or large growth of trees found upon such forest reservations as may be compatible with the utilization of the forests thereon and may sell the same



*Traction engine pulling a string of log wagons.
Tuolumne County Museum.*

for not less than the appraised value in such quantities to each purchaser as he shall prescribe" (Clary 1986:29). Guidance in just how to offer such sales, however, was sketchy and would take the better part of two decades to gel in a detailed procedural manual. An appraisal of the timber value was the keystone to the timber sale provisions of the Organic Act, and the method for accomplishing that while allowing for reasonable profit in the context of the myriad variations arising from a national program still vexes the act's progeny.

March 4, 1902, a massive shift on the Standard Lumber Company's board of directors seated Thomas S. Bullock in place of W. R. Hoag, William Angus in place of E. L. Hoag, C. N. Hamblin for Rule and Sidney D. Freshman, apparently in place of Turton. Steinmetz remained

on the board, but Bullock took over as its president with Steinmetz assuming Rule's office as vice president. Freshman took Steinmetz' place as treasurer (S. A. SLC Minutes 3-4-02). The connections with the Sierra Railway were strengthened, with at least Bullock, Hamblin, and Freshman¹ also having seats on that board and/or holding office.

The history of the Sugar Pine railroad logging system is also intertwined with nineteenth century Tuolumne County logging and sawmill operations, including those of the S. S. Bradford-Blois Lumber Company,² N. L. Knudsen, H. B. Browne, George W. Hale³ and others whose timber lands, mills, wholesaler contracts, deeded rights, and equipment were coalesced by the SLC to form its foothold in what would become a much larger arena. When the Standard Lumber Company bought S. S. Bradford's

¹ C. N. Hamblin was originally auditor, then secretary and treasurer of the Sierra Railway; in 1917, he assumed T. S. Bullock's position as general manager of the Sierra Railway. Freshman was Bullock's brother-in-law. Freshman had drawn-up the Sierra Railway's incorporation papers and, initially, was its main subscriber. At the company's first annual meeting in July 1898, Freshman was named treasurer (Deane 1960:10-11, 41, 132).

² Lang's 1882 *History of Tuolumne County* noted that Bradford was part owner of the largest sawmill in the county, located 15 miles east of Sonora, and of a steam planing-mill in Sonora. The planing mill manufactured moldings and mill-work, boxes, blinds, etc.. Bradford's daughters, Alice and Ada, married into the Street family (Lang 1973:398).

Bradford's old woods mill was in Township 3 North, Range 17 East, in the NW quarter of Section 29, along the west bank of Big Sugar Pine Creek, just east of Long Barn Station. Bradford's Empire Mill, along the west bank of the North Fork Tuolumne, was in Township 3 North, Range 17 East, in the SW quarter of Section 11 (S. A. map Lands of the West Side).

³ Hale built a sawmill in 1879 on the South Fork Stanislaus River on Jim Lyons' ranch. Lang described it as being 24' x 100', with two circular saws and a capacity of 20,000 feet of lumber in 12 hours. A shingle machine also was at the mill and could produce 40,000 shingles per day (Lang 1973:379).



Though only 10 horses show, this photograph is of a 12-horse team hauling two lumber-laden wagons to Bradford's mill. The mill was located on Hospital Street in Sonora, later renamed Bradford Street. Across from Bradford's mill were his warehouse and lumber yard. The wheel horses wore bells as they hauled the rough-cut lumber down Washington Street, the main thoroughfare of Sonora. Onlookers lined the street to watch the horses make the tricky turn from Washington onto Hospital Street. About 14,000 board feet are loaded on these two wagons. Tuolumne County Museum.

logging and sawmill related holdings in 1902, Thomas S. Bullock was president and D. H. Steinmetz was its vice president and general manager. Close to the time of the Standard Lumber Company's incorporation, the Bradford-Blois Company had acquired the 2,000-acre Fraser-Miller Tract⁴ and entered into a contract with the Standard Lumber Company as the exclusive wholesaler of its harvest. By the terms of the agreement, the SLC was to build a broad gauge railroad to the timber from the Sierra Railway's line. As soon as the railroad was built, the Bradford-Blois Company agreed to "immediately erect a sawmill of large

capacity on one of the many admirable sites afforded along the South Fork;" this would become the South Fork Mill. Under this same agreement, Bradford was also to sell the output of his Empire Mill to the SLC as well as lease his Sonora planing mill and sash, door and blind factory for five years, offering the SLC an option to buy (UD 4-26-02). Moreover, as a stopgap, T. S. Bullock stated to the *Union Democrat* that he intended to begin survey for a road "suitable for operating traction engines, from the Sierra Railway line to the timber region in the vicinity of Knudsen's saw mill. In all probability the road will strike

⁴ In a 1902 agreement with G. R. Miller, the SLC had the option to either cut two million board feet of lumber per year off of Miller's 780-acre parcel and pay \$.75 per thousand for sugar pine and \$.50 for all other species, or it could purchase the acreage for \$17 per acre. Interestingly, the newspaper article announcing this proposition noted that if the former option were taken, the trees would be scaled to the first limbs, only. Miller resided in Alameda County (UD 5-10-02).



Though the reproduced quality of the photograph is poor, this overview of the Standard Lumber Company's Sonora factory has much to show. Note the Sierra Railway trackage and the Oriental-styled roof of the depot. D. H. Steinmetz collection, Tuolumne County Museum.

the railroad at a point near Campbell's station, and will run into the woods a distance of twenty miles." Bullock lamented that, although traction engines could haul huge loads of lumber, they were virtually useless in damp weather and would be limited to only a few months use each year (UD 9-20-02).

Soon, Bradford's Empire and South Fork mills,⁵ together with Knudsen's Mill on Lyons Creek and the Sonora Lumber Company's mill near Cold Springs would form the woods mill network of the Standard Lumber Company's early operations. Logs were yarded on the ground and through chutes using steam-, oxen-, mule- and horse-power to get them to the landings. Wagons using the same variety of motive power were used to transport the logs from the landings to the mills over rough, mountain roads. Traction engines were also used, especially to haul the rough-cut lumber, to Sonora. Preliminary survey work was already underway in 1902 to construct a rail system that would ultimately interconnect these mills and replace at least part of the animal-drawn conveyances born of an earlier century. But it would take an earthquake and over five years to have this phase of the SLC's logging system assume its final shape (Hungry Wolf 1978:111-112).

As for N. L. Knudsen, to block competition from his

Knudsen Mill along Lyons Creek⁶ and from his finishing mill in Sonora, the Standard Lumber Company entered into a five-year, renewable contract with him on April 29, 1902. It essentially gave SLC the exclusive right to products from Knudsen's mills. Under the agreement, Knudsen was to harvest and sell to the SLC "all of his cut of sugar and yellow pine and red fir lumber that he shall cut and manufacture" in Tuolumne County, "either directly or indirectly from timber on lands now owned and controlled" by Knudsen. These lands were specified as portions of Sections 8, 9, 17, 18, 19 and 20, known as the "Sears Lands," in Township 3 North, Range 17 East, MDM.⁷ For the remainder of 1902, the cut was to be between two and four million board feet; and between three and five million board feet for the remaining four years of the contract.⁸ Deliveries of lumber were to be made by Knudsen to the SLC yards in Sonora. Lumber specifications and prices were stipulated. Further, Knudsen also agreed to lease to the SLC his sheds, buildings, machinery and lumber yard, located between Stewart and Washington streets, extending south, bounded on the north by Short Street and on the south by the Sierra Railway property in Sonora; these improvements being commonly known as Knudsen's (planing) Mill and lumber yard in south Sonora.

⁵ The legal location for the South Fork Mill was T3N, R16E; NWSW Section 26.

⁶ Knudsen Mill was near the nexus of Sections 17, 18, 19 and 20 in T3N, R17E.

⁷ All legal locations given will be within the Mount Diablo Base Meridian, MDM, unless otherwise noted.

⁸ A board foot is a measure of lumber equal to a board one-foot square and one-inch thick.



This undated town map of Sonora, depicting an area near the current intersection of South Washington Street and Bulwer, was probably drawn-up in about 1902. It graphically shows the holdings that the Standard Lumber Company had acquired near the Sierra Railway's depot in Sonora through various lease and contract agreements.

Fibreboard Corporation.

The Knudsen contract encountered various snags and, as attorney for SLC, F. W. Street filed a complaint in Superior Court claiming that Knudsen had refused to deliver lumber to SLC in the amounts specified. Moreover, the complaint accused Knudsen of selling the lumber produced from the Sears lands to other buyers in Sonora and Tuolumne County, in violation of his contract. Knudsen, Street charged in a proprietary tone, was taking from SLC "a large portion of its business in selling lumber in said City of Sonora and said County of Tuolumne," and threatened "wrongfully, unlawfully, and in violation of the terms

and conditions of said agreement,... unless restrained by this Honorable Court, [to] continue to sell said lumber... all to plaintiff's great and irreparable injury and damage." Commenting that Knudsen was of "limited financial means," Street said SLC wanted to avoid a "multiplicity of suits and judicial proceedings" in this case and, instead asked the court for a perpetual injunction preventing Knudsen "from selling or in any manner disposing of the whole or any part of the lumber now cut and manufactured... or which may hereafter be cut and manufactured into lumber" from the Sears lands (S. A. SLC 10-6-03).

OF THE LANGUAGE OF DEFICIENCY...

"The creation of thirteen new Reserves in seven States came like a thunderclap. And since under existing interpretations of law no use whatever could be made of the resources of the old Reserves, or of the new, since even to set foot upon them was illegal, the only possible conclusion was that this vast area was to be locked up, settlers were to be kept out, and all development permanently prevented. No wonder the West rose up"

Gifford Pinchot, 1947

The phase of logging history during which sawmills were typically in the woods, located as close as practicable to the trees being harvested, was a pattern that spanned centuries. This pattern generally persisted, even into the last years of the nineteenth century. Necessitated by inadequate means of economically hauling logs to distant town mills, it was more efficient to place the sawmills strategically near rich timber stands, near water for steam-power generation, and near rails or roadways. Woods mills and their camps produced rough-cut lumber that could then be more effectively hauled to town for further reduction into finished products or be sold. Until the railroad system was improved and the Standard sawmill built in 1912, these woods mills were the SLC's mainstay.⁹

Denuded eastern, midwestern, and southern forests had stimulated the growth of the lumber industry in the west as well as the westward movement of several companies from those quarters. Wood, seen in the nineteenth century as a

cornerstone of civilization, was increasingly being perceived as a threatened resource. The paradigm that had once regarded American forests as endless and, in some ways, a primeval obstacle to settlement, was being replaced with the specter of timber famine and the urge to do something about it. This new paradigm took root in the national consciousness, and by the 1890s expressed itself in federal legislation. In reaction to what was regarded as the plunder of forest lands, Congress gave the president authority to establish forest reserves. The Stanislaus Forest was among a group of 13 reserves in seven western states established by presidential proclamation on February 22, 1897 during the lame duck period of Grover Cleveland's presidency. Tagged the "Washington's Birthday reserves," they totaled 21,279,840 acres, substantially increasing the previous total of 17,564,800 acres with the proverbial stroke of a pen.¹⁰ Reacting to outrage over removing tens of thousands of acres from public domain and

⁹ Bradford's Sonora finishing mill was moved adjacent to the Sierra Railway off Washington Street when his lumber business was acquired by the SLC. The former site of the mill on Bradford Street would become the lot for D. H. Steinmetz' house.

¹⁰ The boundary of the original Stanislaus Reserve included only 691,200 acres.

thereby halting most privatization and industrial development within the boundaries, all of these reserves—except those in California—were suspended and restored to public domain until March 1, 1898; the California reserves remained in force because of Californians' support for the forest reserve idea (cf. Conners 1989:48-56). With the Sierra Railway assured and the fear that creation of the reserves would lock-up forest resources, timing of this suspension of the Stanislaus Reserve had provided another window for entrepreneurs and speculators to secure timber lands virtually unimpeded. The shape of the logging industry in the Sierra Nevada was heavily influenced by the interplay of nascent policies of what would become the U.S. Forest Service and of the railroad logging companies that began operations at the dawn of the twentieth century. The Forest Service was a child of Progressivism and of the conservation movement it spawned in the latter nineteenth century; while the Standard Lumber Company was of Social Darwinian parentage.

Having already gained a foothold in Tuolumne County forest lands during the closing years of the 1800s, various transactions early in the new century show that the backers of the SLC were also pursuing purchase of timber lands and stumpage rights from existing owners, foreclosures, tax sales, and a host of other means. For example, the Minutes of the Board of Directors for May 16, 1902 show that a special meeting was called to accept conveyance of specified lands from the San Francisco Collateral Loan Bank for the purchase price of \$3,200; \$1,600 cash and the rest, a three year promissory note at eight percent interest. Clearly demonstrating the company's intent to ultimately cross to the north side of the Middle Fork Stanislaus River, it entailed 320 acres in portions of Sections 3, 4, and 10 in Township 4 North, Range 16 East and a portion of Section 19 in Township 5 North, Range 17 East in the Skull and Soap Creek areas and the upper reaches of Griswald Creek.

By August of 1902, the SLC's planing mill and sash, door, and blind factory in Sonora was "a busy scene," filling an order for 20,000 doors to be shipped to Australia. Steinmetz was reticent about the company's business affairs, but a newspaper reporter gathered from "the look of satisfaction that [Steinmetz] wears... it is evident that he is

highly pleased with the conditions under which things are running" (UD 8-23-02). By the end of the year, the *Union Democrat* printed that there had been such a boom market for finished products, the Bradford and Knudsen mills were unable to keep pace with the demand; over a million board feet of lumber had to be purchased from the West Side Lumber Company in order to fill the SLC's orders. Because the storage under the finishing mill was too small, a 30-foot x 40-foot structure was being built to store products (UD 12-27-02). Early in 1903 the *Union Democrat* announced that the SLC was to build a new door factory on the site of Knudsen's lumber yard (leased by the SLC), adjacent to the Sierra Railway depot. The "larger factory with the most modern of essential machinery became a necessity" to meet the demand for doors. Enlargement of the old Bradford plant was considered, but discarded due to its distance from the Sierra rails. Initially the building was to be two-storied and measure 100-feet x 150-feet, but the dimensions were increased to 135-feet x 185-feet and the anticipated plant capacity doubled from 500 to 1,000 doors per day. Steinmetz predicted that the new factory would employ between 100 and 150 workers, and the doors manufactured there would supply out-of-county markets. The existing factory would remain open to supply local demand. Steinmetz toured the best plants in the midwest and east and, accordingly, placed orders for new machinery. He was reportedly dazzled by the advancements in modern door manufactories: "Machines that were regarded as perfection three years ago have been discarded to make room for superior inventions. Every piece of machinery works automatically and is protected in a way to make it next to impossible for a workman to sustain an injury. It is with this latest improved machinery that the Sonora plant will be equipped." While he was on his excursion east, Steinmetz also "found time to take orders for enough lumber to build a town like Sonora...." Early in 1903, the cement foundation pillars were being formed and the plant was to be "running full blast" in May. The structure, with its west end abutting South Washington Street, required 40,000 feet of lumber for the flooring alone (UD 1-3-03; 2-14-03 and 3-21-03). The future of lumbering and of wood product manufacturing looked promising, indeed.

ENTER... THE SUGAR PINE RAILWAY

"...the purposes for which said Corporation is formed are: To purchase, construct, maintain, operate and conduct a railroad of standard gauge in the State of California.... [and to lease, construct and acquire properties] deemed necessary for the carrying on of the business of said Corporation, and the business of a common carrier.... [The corporation was also] to purchase, construct, own, maintain and operate in connection with the said Railroad, such branches, side-lines and railroads between said Railroad and such points as the Board of Directors... may... determine to be necessary for the business of said Railroad...."

It was clear to Standard Lumber Company officials that securing their future required a woods railroad that could bring lumber from the woods sawmills to a Sierra railhead. Thus, on February 24, 1903 the Sugar Pine Railway of California was incorporated for a term of 50 years (California Secretary of State certificate No. 1043). Apparently wishing to concentrate on the Standard Lumber Company, Bullock sold his West Side Lumber Company interests and, in the spring, began construction on the Sugar Pine Railway. Like the Sierra Railway and part of the West Side's Hetchy & Yosemite Valleys Railway, the initial Sugar Pine grade was surveyed by William H. Newell.

Articles of Incorporation for the Sugar Pine Railway (see appendix page 205) listed its board of directors as T. S. Bullock with 540 shares and S. D. Freshman, S. H. Smith, C. N. Hamblin and C. H. Guild each with 15 shares of stock; the *Union Democrat* reported that the directors had subscribed to Sugar Pine Railway stock aggregating \$60,000 (UD 2-28-03). For each mile of railroad intended to be constructed or purchased by the SPRwy, \$1,000 of capital stock was subscribed and paid to the corporation via its treasurer, Freshman. September 2, 1903, these Articles of Incorporation were amended to specify that the railroad would be built using standard gauge. Articles 1 through 4 of the incorporation papers stated:

That the purposes for which said Corporation is formed are: To purchase, construct, maintain, operate and conduct a railroad of standard gauge in the State of California.... [and to lease, construct and acquire properties] deemed necessary for the carrying on of the business

of said Corporation, and the business of a common carrier.... [The corporation was also] to purchase, construct, own, maintain and operate in connection with the said Railroad, such branches, side-lines and railroads between said Railroad and such points as the Board of Directors... may... determine to be necessary for the business of said Railroad.... That said railroad is to be constructed from a point at or near Campbell's Station,¹¹ a station on the line of railroad of the Sierra Railway Company of California..., in a general Northerly direction, by a practicable route, to a point at or near the Big Tree Grove, in the county of Calaveras..., in an inter-mediate branch from said main line, in a general Easterly direction through the place or town of Confidence, to a point at or near the summit of the Sierra Nevada Mountains, in the County of Tuolumne.... That the estimated length of the main line of said railroad is 40 miles, and the estimated length of said inter-mediate branch of said railroad is 20 miles.

The initial principal place of business was Jamestown. To pay for construction of the Sugar Pine Railway and purchase necessary equipment and rolling stock, the SPRwy Board of Directors, at their same September 2 meeting, resolved that the company create a bonded indebtedness of \$480,000 in denominations not less than \$1,000 each

¹¹ Campbell's Station was later referred to as Ralph Station.

ENTER...THE SUGAR PINE RAILWAY

with bonds payable in 40 years at interest not to exceed five percent. Thus, on October 5, 1903 the Mercantile Trust Company of San Francisco created a 40-year first mortgage sinking fund, five percent gold bond. The Sugar Pine Railway was to pay five percent of its net earnings, over and above its operating expenses and fixed charges, "as a sinking fund for the redemption of said bonds and the payment of the interest thereon" each year after 1905. Each payment was not to be less than \$5,000. In an action that would come to typify the true nature of the system's solvency, since the Standard Lumber Company owned \$180,000 face value—the entire issue—of Sugar Pine Railway bonds, the SLC waived the need for the Sugar Pine Railway to pay into the sinking fund (S. A. SPRwy 1912).

The decision to build the Sugar Pine Railway using a standard 4' 8 1/2" gauge was not made lightly. In fact, the board of directors in its initial formulation to use narrow gauge on the Sugar Pine, planned to add a third rail from Campbell's Station for the 20-mile haul to the SLC lumber yards in Sonora (UD 3-28-03). The railroad industry's literature had, for over a decade, dedicated thousands of pages to the drawbacks and virtues of standard versus narrow gauge. Advantages of narrow gauge included substantial savings in right-of-way acquisitions, clearing and cutting grade, and in the ability to utilize shorter curve radii (therefore requiring less track construction material), smaller ties, lighter rail, and lighter, shorter locomotives capable of negotiating tighter, more difficult turns. Some experts indicated that these advantages were offset by various substantial advantages of broad gauge lines. Often the first advantage listed was the labor savings in being able to directly transfer loads from the logging railroads, thus reducing or eliminating the need to reload logs off of narrow gauge flat cars and onto the broad gauge long distance lines. Moreover, the gentler curves necessitated by the broad gauge systems translated into fewer train wrecks caused by locomotives tipping over and cars tight-lining on curves. Economies were also related to relative locomotive power: figuring a locomotive's tractive power as one-third of its weight, it would take the capacity of three narrow gauge trains to equal the capacity of two trains on a standard gauge line (PCW 2-1-09:7 and 3-15-09:15).

Having ultimately opted for a standard gauge system, grading progressed four miles from Campbell's Station by early May, 1903. Laying steel, however, was delayed due to a shortage of rails. Unable to get shipments from producers in this country, the company purchased rails from manufacturers in Germany. Though eager to lay steel, the company did not expect its overseas shipments to arrive until September (UD 5-2-03).

Meanwhile, Bullock steadily amassed more timber assets. On November 11, 1903 he, with Calaveras County



The broad gauge stance is apparent in this photograph of the lop-sided looking Shay. Better stability was one advantage of standard gauge over narrow gauge railroads. Narrow gauge was any width between the rails less than four feet eight and one-half inches. This photograph of Shay Number 3 was taken near Camp Strawberry 1.

Ken Sleeper collection.

lumber man M. H. Manuel, D. H. Steinmetz, W. N. Garland, and S. D. Freshman organized the Big Tree Timber Company (BTTC). Manuel held 63 of the 250 shares with Bullock, Steinmetz, and Garland each holding 62; Freshman had just 1 share. Bullock served as president of the company's board of directors; Steinmetz was vice president and R. I. Barlow was secretary. Big Tree Timber Company's corporate connections with the Standard Lumber Company were evidenced not only by its shared directors and officers, but also by such things as land purchase transactions between the companies. It appears that the BTTC operated on behalf of the SLC, for example, paying salaries and expenses for scalers, paying expenses for offi-

PICKERING LUMBER CORPORATION

MANUFACTURERS
 CALIFORNIA SUGAR PINE :: CALIFORNIA PONDEROSA PINE
 MOULDINGS :: CUT STOCK
 STANDARD, CALIFORNIA

PICKERING RAILROAD CURVATURE RALPH TO LYONS DAM
SHOWING CURVES OVER 24°

1921

0 / 00 equals Ralph Station

<u>STATION</u>	<u>CURVATURE</u>	<u>STATION</u>	<u>CURVATURE</u>	<u>STATION</u>	<u>CURVATURE</u>
43	23°	426	38°	627	26°
129	24°	432	52°	631	31°
149	32°	434	56°	633	35°
168	20°	437	30°	636	30°
174	32°	439	36°	643	35°
180	28°	441	26°	648	26°
249	34°	448	28°	655	35°
261	56° 30'	452	26°	661	32°
281	26°	466	25°	664	35°
290	27°	469	26°	669	35°
292	35°	488	28°	671	35°
332	40°	489	27°	682	35°
338	33°	491	35°	687	30°
340	39°	495	30°	691	30°
344	43°	497	30°	695	35°
346	34°	501	26°	697	35°
373	32°	505	35°	700	35°
389	44°	516	30°	703	27°
396	38°	528	30°	705	35°
400	40°	551	25°	707	34°
403	30°	594	35°	716	35°
406	30°	597	32°	718	26°
409	30°	604	30°	724	35°
412	30°	610	30°	729	30°
414	50°	618	30°	732	35°
416	28°	621	35°	735	30°
419	34°	626	35°	746	35°

746 equals Lyons Dam.

Richard M. Eddy
 Engr.

Curve radius on the railroad was an important engineering consideration. This sheet lists the curves exceeding 24° on the Sugar Pine Railway between Ralph and Lyons Dam. The stationing is expressed in hundreds of feet; thus, the last entry is 74,600 feet along the railway from Ralph, or 14.13 miles.

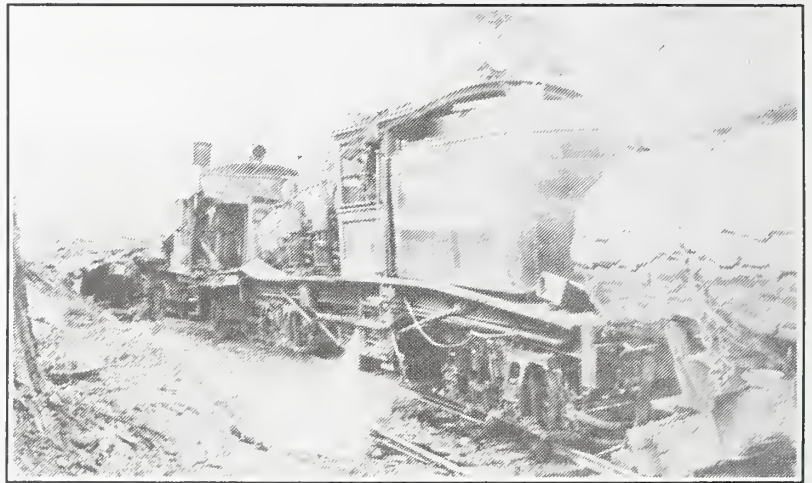
Fibreboard Corporation

ENTER...THE SUGAR PINE RAILWAY



Deraillments and wrecks were not uncommon, though with blocks, pulleys, re-railing frogs, wire rope, and ingenuity, crews were usually able to put the massive locomotives back on the tracks and make them serviceable. Note the closely spaced ties indicating use of light weight rails.

Austin Abbott collection



cial to examine land eyed for purchase, paying county recording fees, purchasing stumpage from private owners, paying for teaming and freight, and paying for expenses related to boarding the Sugar Pine Railway's construction crews. Big Tree Timber Company accounts were closed September 25, 1911, apparently having served their purpose (S. A. BTTC 1903 and 1903-1911).

In 1903, a competing enterprise, the Sonora Lumber Company, came onto the scene. Having acquired "vast tracts of pine timber lands," the *Union Democrat* reported that the company's E. L. Rehm and E. J. Landers had visited San Francisco in the summer and...

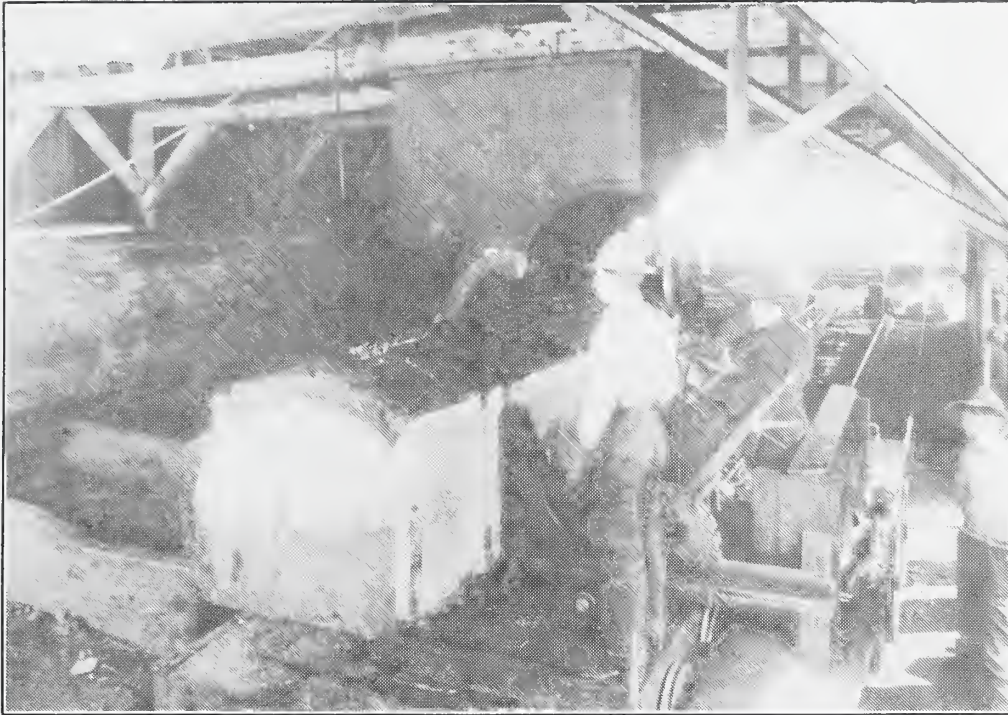
purchased the machinery necessary to accomplish the purposes for which the new lumber company was organized. They bought a sawmill capable of saw-

"One of the best equipped sawmills to be found anywhere in the timber regions of California is that just completed by the Sonora Lumber Company, and which is located on the North fork of the Tuolumne river, near Cold Springs."

The Union Democrat, July 1904

ing out 40,000 feet of lumber per day, and a planing mill complete in its every detail.

The sawmill will be installed near Cold Springs, in the midst of the timber tract owned by the company, and it is expected to be sheltered in time to permit a short run before the winter rains



*Sawyer inside the Cold Springs Mill, having just made the second slab cut.
D. H. Steinmetz collection, Tuolumne County Museum.*

set in. In the meantime, the product of the Hiatt [sic., Hiatt, later the South Fork Mill] sawmill, which the company has contracted for, will be used in the construction of the mill building near Sonora and serve to keep the planing mill in operation once it is started.

The article went on to note that the planing mill would be thoroughly modern, powered by a five-foot Pelton water wheel. Grading for the 50-foot x 100-foot building had begun. The woods operation was projected to employ 60 men and the planing mill, up to 20 (UD 8-1-03). Was this truly an enterprise to carve out its own, independent niche in the lumber industry, incidentally competing with the Standard and West Side lumber companies? Or was it designed from the start to be developed and then offered for a price to the SLC? Moreover, who were Mssrs. Rehm and Landers' backers? These questions have yet to be answered, but it is clear that the Sonora Lumber Company built its mill: by the summer of 1904, the newspaper glowingly reported that the company's new Cold Springs Mill

was up and running; capable of sawing 75,000 board feet of lumber every 10 hours and actually averaging 50,000 board feet per day. The Sonora Lumber Company owned 1,600 acres of "the very choicest of timber lands," estimated to contain between 75- and 100-million board feet of lumber. Lumber from the sawmills made its way to the company's plant near Sonora, and a loading platform and spur track from the Sierra Railway was planned for construction (UD 9-26-03 and 7-30-04). Still operating under the Sonora Lumber Company, in June 1905, the newspaper announced that the company's sawmill at Cold Springs was "running full blast" (UD 6-3-05). With the tight ties between the Sierra Railway and the Standard and West Side lumber companies, and with the Sonora Lumber Company's dependence on the Sierra for moving its products to market, it is interesting to conjecture whether the Sierra Railway put the squeeze on the Sonora Lumber Company, if indeed, it was an enterprise purely independent from the SLC. By early 1906, the Standard Lumber Company would purchase the assets owned by the Tuolumne County Bank in the Sonora Lumber Company, and those assets apparently included the Cold Springs Mill.

Further, there was a swarm of law suits filed against the Standard Lumber Company over its dealings with the Sonora Lumber Company. In litigation against the Standard Lumber Company and the Tuolumne County and First National banks, the plaintiff sought reconveyance of certain large property interests from the SLC back to the Sonora Lumber Company. In a similar suit, plaintiffs L. A. Abell and Edward Jenness stated that a substantial transfer of land to the SLC had been illegal and concluded without the consent of the Sonora Lumber Company's stockholders (UD 4-4-08).

At a special board of directors meeting on January 4, 1904, Miss S. M. Rickey resigned as secretary and Steinmetz nominated Miss R. I. Barlow in her stead, with the motion passing—Barlow was already secretary of the Big Tree Timber Company. During this time, the minutes reflected that the Standard Lumber Company was indebted to the estate of S. S. Bradford for \$28,000.¹² "... it is the desire of this corporation to execute and deliver to the estate of S. S. Bradford, deceased, a mortgage upon its lands hereinafter described as security for the payment of said sum...." The lands chosen to mortgage were various portions of scattered parcels that were not yet within reach of the Sugar Pine Railway.¹³ The board, therefore, directed Bullock to give Steinmetz a deed of conveyance for this real estate for a mortgage to pay the S. S. Bradford estate. At the board's May 25, 1904 meeting, Steinmetz was empowered to endorse a promissory note by N. L. Knudsen for \$3,300 and to deliver it to the Central Trust Company of California. The minutes also indicated various loans sought and secured by the Standard Lumber Company. For example, on September 3, 1904 Bullock and Steinmetz were authorized to borrow up to \$20,000.00 from the First National Bank of San Francisco for use by the company.

"Since the early mining days in California, sugar pine has been one of the most valuable timber trees of the State, and the exhaustion of the eastern white pine forests has of late brought it into even greater prominence. Unfortunately, it has a somewhat restricted range, and the supply in sight, though large, is by no means unlimited.... The region of best development of sugar pine extends along the west slope of the Sierras from Plumas County south to Kings River, in Fresno County. This may still further be limited to Eldorado, Tuolumne, Mariposa and Madera counties, which are by far the heaviest producers of sugar-pine timber."
Cooper, 1906

Probably reflecting a new acquisition from the Bradford estate, the April 6, 1905 minutes note that the Standard Lumber Company "has purchased from the estate of S. S. Bradford... certain horses and wagons for... \$4,200," with payment to be made with \$200 cash and with two promissory notes for \$2,000 each, payable in one year at eight percent interest.¹⁴ Meanwhile, during the logging season of 1904, the SLC expected the two mountain mills of Empire and Knudsen's to deliver over 6,000,000 board feet of lumber. The company had also employed a 16-horse team in an effort to "keep ahead of demands" (UD 7-30-04).

One of the economic magnets that brought the Standard Lumber Company into existence was the conviction to harvest the bountiful timber from most of the Stanislaus River watershed and an adjacent portion of the North Fork

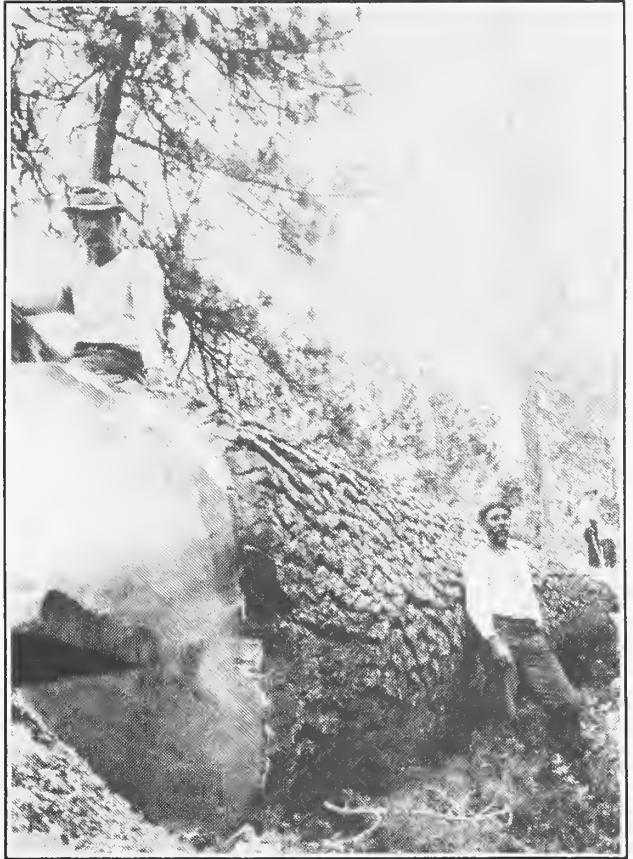
¹² S. S. Bradford had died in mid-July 1903. His obituary noted that his sawmill at Empire and planing mill in Sonora were unprofitable for many years. However, weathering years of indebtedness, the enterprise began to pay handsomely: amassing Bradford a "fortune conservatively estimated at \$100,000." One of the county's leading citizens, in addition to his timber and lumber interests, he was a primary stockholder in the Tuolumne County Bank and owned the building in which it conducted its business. He had also begun construction of a large, two-story brick building occupying the block at the southwest corner of Hospital and Washington streets. Bradford was born in Maine in 1825 and had come to California at age 25, residing in Big Oak Flat, Columbia and, finally, Sonora. In 1849, he had married Nancy P. Davis; they had two boys and two girls. The males died before their father; the females survived him, one marrying F.W. Street and the other, Charles R. Parsons (UD 7-18-03).

¹³ The mortgaged lands comprised portions of Sections 3, 4 and 10 in Township 4 North, Range 16 East; Section 33 in Township 5 North, Range 16 East; Section 3 of Township 3 North, Range 17 East; Lots 2, 3 and 4 and Section 4, 9, 23, 24, 25, 26 and 27 in Township 4 North, Range 17 East; and Sections 17, 18 and 19 in Township 5 North, Range 17 East.

¹⁴ J. Blois and F. W. Street as executors of S. S. Bradford's will, granted SPRwy a "forever" right of way for railroad purposes, 100' wide, and along the South Fork over the NWNW quarter of Section 4 in T3N, R17E; the south 1/2 and south 1/2 NE quarter of Section 33, the south 1/2 of Section 34, and the south 1/2 NW and NWNE quarter of Section 35 in T4N, R17E.

of the Tuolumne watershed. Another facet of that draw was the quantity and quality of one of the most highly valued tree species in the Sierra Range: sugar pine. Both the virtues of railroad logging within a watershed and of sugar pine as a commercial product were frequently in the trade literature of the day. In an article entitled "The Forests of California" by W. H. Mills, Chief of the Department of Forestry, and intended as an introduction to the California Forestry Exhibit at the World's Fair at St. Louis, he concluded:

The most valuable commercial wood of the State is the sugar pine. The trees of this species attain a diameter of twelve feet and more and are not infrequently three hundred feet high. The wood is white, with fine, strong grain capable of receiving a high finish, is entirely devoid of resinous substances,¹⁵ and is in all respects the most valuable pine timber known. Its habitat is the middle altitudes of the Sierra Nevadas.... There are no pure forests of sugar pine.... A conservative approximation of the quantity of merchantable lumber standing in the forests of California reaches the vast total of four hundred and forty billion feet. Since the forests of California are found in the mountainous districts of the State, the topography of the floors of these forests possesses interest. Topography is the controlling factor in the economic production of lumber from California forests.... In the parlance of the lumbermen, the lands in a single drainage area can usually be 'worked together'; which means that the instrumentalities of bringing the logs to the mill and the lumber to trunk lines can be brought downward to the central line of drainage, and the construction and maintenance of these instrumentalities is very costly. The profits of lumbering is, therefore, largely dependent upon the magnitude of the enterprise relating to these hydrographic districts.... [Daniels 1904:106-108].



This felled sugar pine shows the size of the trees harvested by the Standard Lumber Company. Feller Gordon McGrew is pictured with his partner. Note the springboard still in the stump. June Madrid collection; USDA, Forest Service, Stanislaus National Forest

¹⁵ At odds with what the State's chief forester said, Forest Inspector Cooper in USDA Forest Service Bulletin 69 wrote that the sugar pine's wood was "very resinous, and the resin ducts are large and conspicuous.... When finished, the wood has a satiny luster that renders it excellent for interior finishings." Cooper also noted that the wood was heavy, weighing about 2.5 pounds per board foot (Cooper 1906:25).

Despite its brisk business, the SLC was nagged by cash flow problems. Exemplifying the way in which the company conducted its financial affairs, on October 25, 1905, the board resolved to execute and deliver to H. B. Browne (Brownes Meadow) two promissory notes: both for \$3,000 at eight percent interest but one payable June 1 and the other November 1, 1906. Further, Bullock and Steinmetz were to deliver to Browne a mortgage of the SLC on all timber 10 inches dbh and over,¹⁶ cut, down, or standing upon lands in portions of Sections 1, 2 and 3, 10 through 16, 22 and 23 in Township 3 North, Range 17 East; Lots 1, 2 and 3 of Section 7 in Township 3 North, Range 18 East; and right, title and interest of the SLC in the road constructed by the Empire Mill Company, "from ... Long Barn to said lands, and upon all rights, and privileges granted by that certain deed made by H. B. Browne to this Company, on the 21st day of October, 1905" (S. A. SLC Minutes 10-25-05; S.A. ECRwy 1909).

The Sierra Railway interests, so entangled with those of the Sugar Pine Railway and the Standard Lumber Company, also incorporated the Yosemite Short Line Railway (YSL) Company and began its construction in 1905. Designed to depart from the Sierra Railway at Quartz Junction near Stent, this 30-inch gauge railway was to be 60 miles long with a 10-mile branch line from Crockers Station to Hetch Hetchy Valley. Envisioned to ply the Yosemite tourist trade, timber along the way owned by Thomas S. Bullock and Frank J. Solinsky would also be accessed. Bullock, General Manager for the Sierra Railway, held the same position on the Yosemite Short Line, and Solinsky was the YSL's president. Two new Porter locomotives were purchased for the line and were being used in its construction. Japanese workers hired through the Japanese American Industrial Corporation were employed at grading and track laying, having reached the south side of Little Humbug Creek just north of Groveland, when the April 18, 1906 San Francisco earthquake and fire forced Bullock, the Crockers and other principles in the YSL to reassess. Though through as late as 1908, there were continued attempts to breathe life back into the Yosemite Short Line, by June 1906, the two Porters and some of the flat cars had been hauled to the Empire Mill's railroad to run on the railway grade between the Cold Springs and Empire City mills. Other flats went to the Union Construction Company's flume project for the Stanislaus Electric Power Company and its successor, the Sierra and San Francisco Power Company (S&SFPCo), along the south side of the

"...T. S. Bullock hereby contracts and agrees to cancel and yield up to the said Standard Lumber Company all claims and demands he has against the said Standard Lumber Company to the amount of \$154,994.89, and to deliver to the said Standard Lumber Company \$100,000 in amount of the first mortgage bonds heretofore issued by the Sugar Pine Railway Company, a railroad corporation..."
Standard Lumber Company Board of Directors'
Minutes for January 29, 1906

Middle Fork from Sand Bar Flat to the Camp 9 forebay. Through its west coast attorney, the Stanislaus Electric Power Company had incorporated the 12-mile long Stanislaus Railway in mid-1906, lettering its cars for the Union Construction Company. When the Japanese grading crews were finally directed to stop work on the YSL, their energies were rechanneled to grading and laying part of the 30-inch gauge rail and incline system that would ultimately connect the Cold Springs and Empire City mills and the South Fork Mill to the Sugar Pine Railway near Lyons Reservoir (Chispa 1970:313-315; Conners 1989:200-204 and Hungry Wolf 1978:113).

A pivotal decision was made among the SLC stockholders at their January 23, 1906 meeting to increase the SLC's original capital stock of 500 shares to 10,000, still at \$100 per share. The earlier stock distribution with Bullock having 372, Steinmetz 125, Freshman, Hamblin and Angus 1 each exploded with Bullock holding 4720 shares, Steinmetz 250 and Freshman, Hamblin and Angus 10 each; the remaining 5,000 shares were to be yielded to the Standard Lumber Company. Probably indicating an inability of the SLC to pay notes due and other financial claims levied against the company by Bullock, SLC's stock was to be "sold and disposed of as the stockholders and the board of directors thereof may deem advisable for the best interests of the said company. In consideration of the said yielding up of the said 5,000 shares of said increased capital stock as aforesaid to the said company, and the issuance and delivery to him of said 4,720 shares... the said T. S. Bullock hereby contracts and agrees to cancel and yield up to the said Standard Lumber Company all claims and demands he has against the said Standard Lumber Company to the amount of \$154,994.89, and to deliver to the

¹⁶ Diameter [at] breast height; this was usually measured as 4 1/2 feet from ground level.

said Standard Lumber Company \$100,000 in amount of the first mortgage bonds heretofore issued by the Sugar Pine Railway Company, a railroad corporation... having its office and principal place of business in the town of Jamestown..." (S. A. SLC Minutes 1-29-06). Thus, the already strong ties between the Standard Lumber Company and the Sugar Pine were hardened. The original stock had to be surrendered to the SLC and new stock issued.

In addition to settling accounts with Bullock, D. H. Steinmetz' connection with the Standard Lumber Company was also strengthened early in 1906 by a January 30 agreement. For 10 years, SLC contracted to pay him \$6,000 per annum for performing as general manager and giving "his exclusive time and services in and about its business and affairs." The agreement also offered Steinmetz the option to buy five percent of the SLC's stock at 80 percent of its par value, paid for out of his salary (S. A. SLC Minutes). The minutes for March 28, 1906 show that the SLC purchased from the Tuolumne County Bank all its interest, right, and title in the real and personal property purchased by the bank from the Sonora Lumber Company on December 9, 1905.¹⁷ Having thus acquired the Cold Springs Mill and adjacent timber lands, SLC paid the bank \$12,070.75 in the form of a one-year note for \$7,500 at six percent and a one-year six percent note from T. S. Bullock for \$4,500, with the balance paid in cash. The two notes were secured by the first mortgage bonds of the Sugar Pine Railway Company that had recently been acquired by the SLC through its settlement with Bullock; the bonds had a par value of \$36,000.



Forest Service Ranger Joe Elliott's picture was snapped in August 1909 at Cold Springs by one of the early Forest Supervisors of the Stanislaus National Forest, R. W. Ayres. Elliott was the "lumberman in-charge" at the Cold Springs Mill.

R. W. Ayres collection

USDA, Forest Service, Stanislaus National Forest

¹⁷ This property was described in a deed from Sonora Lumber Company to the Tuolumne County Bank and to the First National Bank of Sonora, recorded in Book A, Vol. 60, p.1 of Deeds, Tuolumne County Records.

OF AN ABIDING FAITH IN TECHNOLOGY AND SCIENTIFIC MANAGEMENT...

"Within the coming year Tuolumne county will have added another town to the map, and a mighty busy one at that, for which the Standard Lumber Company of Sonora will be responsible. It will be called Empire City, after the sawmill of the same name, whose output has for so many years been delivered in this city and from here, in finished form, shipped to distant parts.

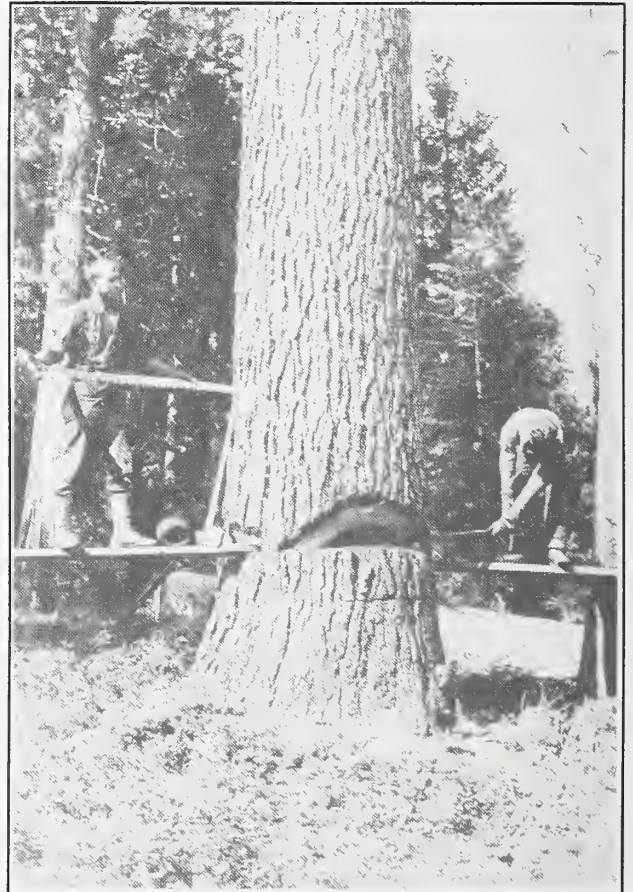
...There's nothing theoretical or fancy about it—just a cold-blooded business proposition figured out with the most exact nicety by experts. They know just how much his gigantic sawmill—one of the largest in the west—is going to cost, just what it will do, how much timber there is to be sawed up and what the income will be. No sentiment about that—just a big example in sawmill mathematics which, figured out in dollars and cents, showed that the venture would pay a decent profit."

The Union Democrat, November 1906

On June 4, 1906, the Standard Lumber Company's official place of business was moved from San Francisco to Sonora. The minutes for this date also show that the board empowered the company's president and secretary to borrow up to \$50,000 from the First National Bank of San Francisco. Late in 1906, the SLC announced its intention to build a new mill at its Empire Valley property, possibly supplanting Bradford's Empire Mill. The new mill was to be equipped with a 10-foot band saw, a 52-inch gang saw and both a circular and horizontal resaw. A newspaper article about the enterprise noted that, for the summer of 1907, the combined output of the SLC's six

Fellers on springboards, using axes and a misery whip. During this early era of logging by the Standard Lumber Company, trees were cut leaving high stumps. Without the swell at the butt of the tree, the logs could be handled more easily at the mill. High stumps in the woods are generally a tell-tale sign of early logging.

USDA, Forest Service, Stanislaus National Forest





*Possibly South Fork Mill on the South Fork Stanislaus River. Logs milled here were hoisted up a 3/4-mile tram to the Sugar Pine Railway at Tramway Camp. They were then reloaded onto the Sugar Pine's broad gauge rail cars for shipment to Sonora and markets beyond.
D. H. Steinmetz collection, Tuolumne County Museum*

sawmills¹⁸ was projected at from 350,000 to 400,000 board feet of lumber for every 10 hours of operation. This was the juncture at which Empire City was created, with its cottages, post office, and store. The SLC even boasted it would build streets, a public school "and everything else necessary to make a happy, sober, droneless community." By this time, the SLC had completed construction of the 2,200-foot tramway from the South Fork Mill to the Sugar Pine Railway and its narrow gauge connecting Cold Springs and the Empire Mill. In the winter of 1906, construction was underway of the tramway connection between Empire and Knudsen's mills, and from there to the Sugar Pine

Railway at Lyons Transfer. Twelve new cottages had recently been built for Empire City and carpenters were reportedly busy building others (UD 11-24-06).

The Sugar Pine Railway's 1906 taxes were based on eight miles of roadbed completed at a taxable value of \$2,000 per mile and four miles of roadbed not completed, valued at \$500 per mile. The company's county tax bill on personal property and half the value of real estate was \$243. In December 1906, Bullock, as President of the Sugar Pine Railway and pursuant to the trust deed held by the Mercantile Trust Company, certified that there were 11 miles of track laid on the surveyed line of the Sugar Pine

¹⁸ Only three SLC woods mills during this period, in addition to the one at Empire, have been identified at this point in the research, and those were the only ones mentioned in the newspaper article cited: Cold Springs, Knudsen's and South Fork (UD 11-24-06). It is possible that Bradford's Empire Mill operated concurrently with the new Empire City Mill and it is possible that the writer referred to mills with which the SLC probably had arrangements for purchasing their outputs. The South Fork Mill had formerly been known as the Hiatt and, at least in 1906, James Fraser was in charge of that mill for the SLC. At the start of the 1906 season, the SLC's lumber was hauled to Middle Camp, then the terminus of the Sugar Pine Railway. Buildings were constructed in 1906 at Middle Camp to house crews and support the operation (UD 3-10-06).

between Ralph¹⁹ and its planned terminus at Lyons Dam, and that the SPRwy was operating over it.

Without indicating the Sierra Railway's end of the bargain, but again underscoring the relationship between the SLC and the Sierra Railway, the SLC board of directors' minutes for January 21, 1907 resolved "that this Company, for value by it received, guarantees the payment of the principal and interest of fifty of those certain bonds issued by the Sierra Railway Company... known as the Sierra Railway Company of California Forty Year Mortgage Sinking Fund Five Per Cent Gold Bonds." The board's president was authorized to endorse these 50 bonds with: "For value received the Standard Lumber Company hereby guarantees the payment of the principal and interest of the within bond according to the terms and tenor thereof."

1907 is also the year when the Standard Lumber Company's board of directors entered into a number of timber sale contracts with the Forest Service. Timber Sale Agreements (TSA) from that era reflect a much-accelerated pace of business between the Stanislaus National Forest and the SLC. The board of directors' minutes for June 3 authorized Steinmetz to contract with the Forest Service for the cutting and purchase of merchantable timber on the Stanislaus Reserve located on about 1,145 acres in the vicinity of Cold Springs. Referencing the TSA, the sale was a revision of an earlier offering and covered live and merchantable dead timber in the south half of Section 30, Section 31 and the west half of Section 32 in Township 4 North, Range 18 East. This large sale was estimated to include 14,895,305 board feet of yellow pine, 6,169,290 of sugar pine, 9,834,403 of white fir and 3,433,855 of incense cedar—all living. Additionally, 747,440 board feet of dead timber of all species was included, for a grand total of

35,080,293 board feet. The price paid was \$52,641, calculated at \$2 per thousand board feet (mbf) for living yellow and sugar pine and \$.75 per mbf for living white fir and cedar and the dead timber of all species. Payments were to be made in advance of cutting in increments of not less than \$5,000. Three years were allowed for the cutting and removal of the timber.

The Forest Service set a minimum diameter limit for the trees harvested in an effort to provide a residual stand: 26 inches for sugar pine, 24 inches for yellow pine and 20 inches for all other species. The forest officer could, at his discretion, vary these limits and leave unmarked a reasonable number of seed trees. To increase utilization of the trees, stumps were not to exceed 18 inches tall. The agreement also stipulated that: "Camps and all other structures erected in connection with this sale may be removed within 90 days after the completion of this contract." The harvest was apparently completed in June, 1910: a "Report of Timber Cut" for the week ending June 11, 1910 matches the TSA and indicates that it was the final report (USDA/FS 1907).

The Standard Lumber Company continued to invest in machinery, both new and used. The July 15, 1907 minutes show SLC indebtedness to the Diamond Match Company for \$2,557 for purchase of engines, machinery, and equipment. Payment was by the joint and several promissory note of the SLC and Bullock, payable in six months at seven percent interest. The November 25, 1907 meeting of board of directors in the SLC's San Francisco office reflected several complicated transactions. First, the SLC "found it necessary in the transaction of its business to convey to D. H. Steinmetz all those" lands in Tuolumne County belonging to the Standard Lumber Company, including 160 acres

¹⁹ Gurney was one of the two passing tracks between Ralph and Middle Camp. It was undoubtedly named for A. G. and S. Gurney who owned land in Section 9 of Township 2 North, Range 16 East which was traversed by the Sugar Pine Railway at the point of the siding. From the beginning of the line at Ralph, Gurney was located between engineering stations 353 +70 and 356 + 56; that is, 35,370 feet along the grade from Ralph, or 6.6 miles. Bad order cars were often stored here and the siding could accommodate 10 cars. Elisha Gurney had operated the hotel at nearby Sugar Pine on the Mono Road. Newell was the other passing track between Ralph and Middle Camp. Newell was four miles from Ralph and could accommodate 28 cars. Named for William Hamilton Newell—a construction engineer for the Sierra Railway and for the SLC's line as far as Lyons Dam—Newell had cut his engineering teeth in Mexico. There, he had located the branch of the Mexican Central Railroad from Mexico City to Cuernavaca, the line from Mexico City to Vera Cruz, and the line to Tampico. Newell had met T. S. Bullock in Mexico and Bullock first asked him to realign the Sierra Railway from Rosasco to Chinese Station. After several other projects for the Sierra, the West Side, the SPRwy, the Yosemite Short Line, and railroads in Stockton, he and his family moved to Chile to locate and build a railroad for the Guggenheims from Rancagua, extending to the Braden Copper Company mines in the Andes. He also worked as a consultant engineer on the Panama Canal. After Chile, he eventually returned to Jamestown as chief engineer for the Sierra Railway Company. He also extended the SPRwy, surveyed that company's inclines and located the Hetch Hetchy Railroad, part of which overlaid remnants of the defunct Yosemite Short Line. With construction of the Don Pedro and Melones dams, he located branch lines for hauling materials and aggregates to the dam sites (UD 4-28-70 and S. A. PLC map 1961).



These 1907 Forest Service photographs show part of the elaborate chute system used in the Cold Springs area. This was a government timber sale to the Standard Lumber Company, designated January 29, 1907. The first pictures the ridge chute and notched posts, presumably built to guide the wire rope; the second shows a branch of the ridge chute.
USDA, Forest Service,
Stanislaus National Forest





Bringing in a string of logs by bull donkey. Taken in 1910 on the Stanislaus National Forest, probably in the vicinity of Cold Springs or the Empire Mill at Brownes Meadow. Notice the house among the standing trees in the center of the photograph.

USDA, Forest Service, Stanislaus National Forest; E. H. Coulson, photographer

in portions of Sections 33 and 34 in Township 5 North, Range 16 East; 160 acres in portions of Sections 28 and 33 in Township 4 North, Range 17 East; 160 acres in portions of Sections 24 and 25 in Township 4 North, Range 17 East; 160 acres in portions of Section 25 in Township 4 North, Range 17 East; and 200 acres in portions of Sections 1 and 2 in Township 3 North, Range 17 East. Second, F. W. Street and J. Blois, as executors of the Bradford estate, had conveyed certain lands on November 23, 1907 to the SLC.

These and other described lands were used to secure a loan of \$20,000 from James Fraser. A note for the amount, payable in one year at eight percent was delivered to Fraser. Third, the SLC also secured a loan of \$14,000 from I. N. Miller with timber described in the deed dated July 23, 1906 and conveyed to the company by Edward and Thomas Jenness.²⁰ A note for the amount, payable in one year at eight percent was delivered to Miller.²¹

²⁰ Recorded in Book A, Vol. 62, p. 33 of Deeds, Tuolumne County. The deed describes timber and the sawmill situated on these lands.

²¹ George W. Hale got 160.38 acres comprising Lots 1-4 of Section 4 in T3N, R17E from Oscar Dellen in 1890. Soon after, Hale deeded this to Isaac N. Miller. By 1907, it was in the estate of S. S. Bradford along with portions of Sections 33-35 in T4N, R17E.

THE FLURRY OF 1908...

I, H. B. Browne, amending the agreement of October 21, 1905, hereby allow the Standard Lumber Company "To construct and maintain a railroad... through and across the lands in said indenture of October 21, 1905... upon such line or lines as the [SLC] may select, provided that such railroads shall not cross the meadows upon said lands upon which hay has been cut."

March 6, 1908

1908 was a tremendously active and important year for the Standard Lumber Company and its interests: sealing a massive box shook contract, making key property deals, signing crucial trackage agreements, incorporating the Empire City Railway Company, building railroad and inclines, and rebuilding and expanding the Cold Springs Mill. Perhaps the box contract and the promise of others like it spurred the flurry of 1908.

The board of directors' minutes for March 6 authorized the SLC to borrow \$100,000 from the Fruit Growers' Supply Company of Los Angeles. Apparently working something like a mortgage, in exchange, the Fruit Growers agreed to buy all real and personal property involved in the Empire Mill Tract (about 3,920 acres known as the H. B. Browne property), the Oliver Tract (about 400 acres in Section 16 of Township 3 North, Range 17 East), speci-



The chute and log landing at the Cold Springs Mill, located on the North Fork Tuolumne River, is shown in this photograph. Smoke coming from both the sawmill stack on the right and the steam donkey on the left show they were in use when the photo was snapped. Note the stacked cordwood used to fuel the steam engines.

D. H. Steinmetz collection, Tuolumne County Museum.

THE FLURRY OF 1908...



*The Cold Springs Mill, its chute terminus and log landing.
D. H. Steinmetz collection, Tuolumne County Museum*



*The Empire Mill, located at Brownes Meadow along the North Fork Tuolumne River, shows the stacked lumber ready to be hauled up the hoist. It also depicts a number of ancillary buildings at this woods mill operation.
D. H. Steinmetz collection, Tuolumne County Museum*



A lively place when this photograph was taken in 1916, Sugar Pine Railway's Heisler Number 5 is shown shoving a load of logs at Ralph Station. A gable of the apple packing shed is visible behind the logs, and the telephone shack is next to the box car. The nexus of the Sierra, Sugar Pine, and the Hetch-Hetchy and Yosemite Valleys railways, it was crucial to orchestrate the movements of the various lines on the jointly used trackage. Conductor Bill Odum is shown handing train orders to Engineer Sam Wynn. Brakeman Harry Lee is near the tender and the fireman is George Marshall. The second brakeman is unidentified.

Manuel J. Marshall collection

fied lands in Township 4 North, Range 17 East in Sections 33 through 35 and Township 3 North, Range 17 East (Lots 1 through 4) in Section 4 (1,200 acres) and known as the Miller and Fraser Tract. Additionally, the Fruit Growers would buy the Empire's circular sawmill, machinery, and tools as well as its five donkey engines, cables, blocks, logging tools, and associated machinery and equipment. Indicating that the incline system from Empire to Lyons Transfer was not yet complete, the deal also included the Empire Railway Company's rails, rights-of-way, ties, one locomotive, and 15 flat cars, owned and operated by the SLC, and "any extension thereof to connect the Sugar Pine Railway Company." Two Holt traction engines, numbers

49 and 113, and eight traction cars were included, provided that "when the said Empire Railway shall have been connected by extension with the said Sugar Pine Railway Company, the said traction engines and cars shall be reconveyed" to SLC.

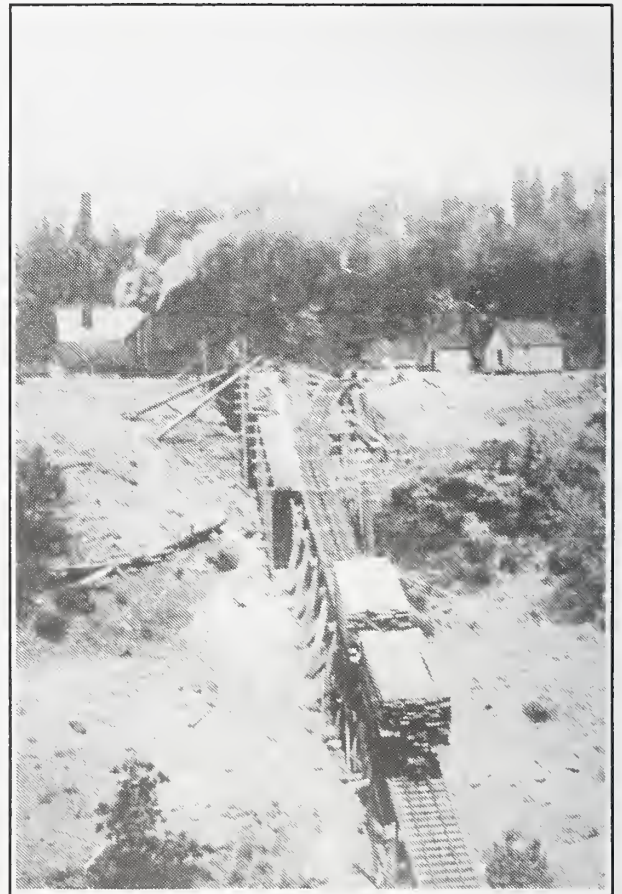
SLC further agreed to guarantee current freight rates for the incredibly gracious period of 20 years for lumber and lumber products over its railway from Campbell (Ralph) Station to Oakdale and, during that term, to pay all rail transportation charges for such lumber and products over the Sugar Pine Railway that were in excess of \$1.00 per ton. The agreement also bound SLC to furnish the Fruit Growers with shooks for 5,000,000 orange and lemon boxes

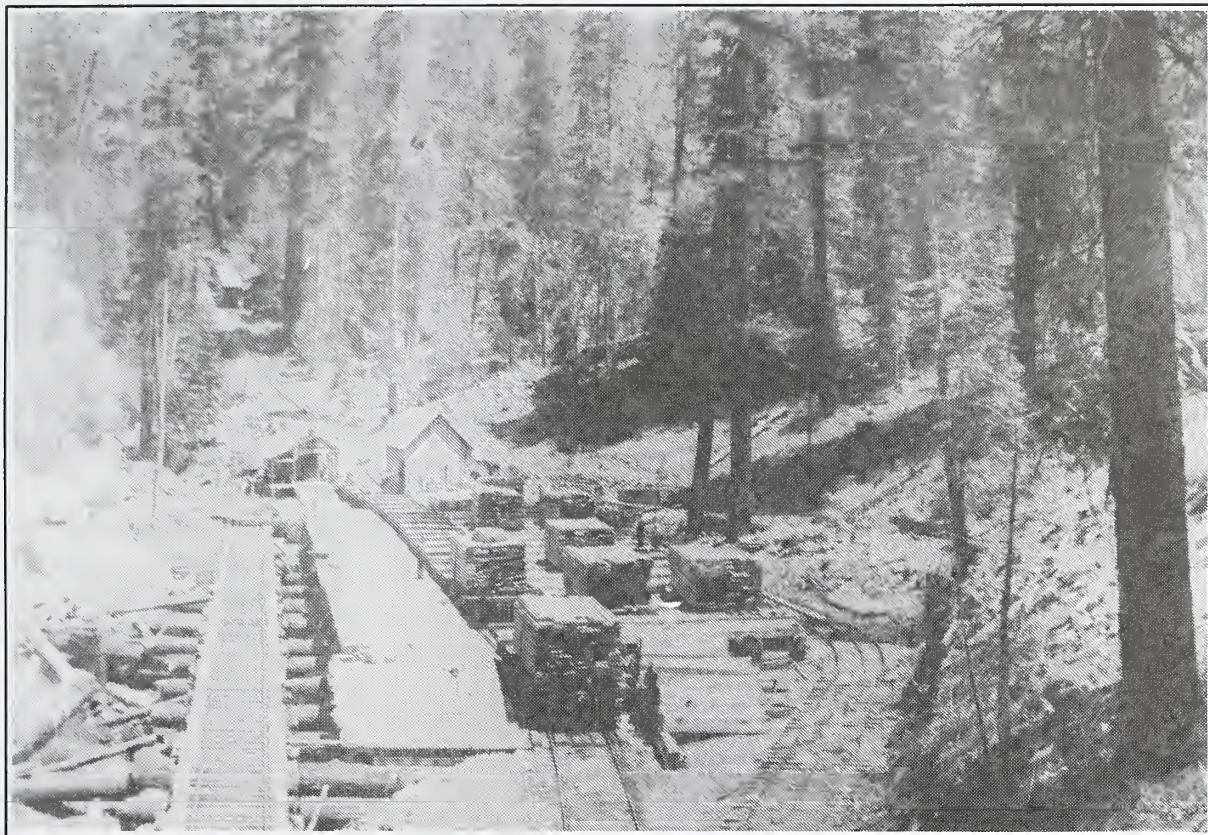
THE FLURRY OF 1908...



Lumber being pulled up the hoist from the Empire Mill at Brownes Meadow. From here, it was lowered down the divide, along Lyons Creek, to Lyons Transfer. At curves, cable guides were necessary on the Empire hoist to keep the cars centered on the rails. Note the close tie spacing and the narrow gauge.

D. H. Steinmetz collection, Tuolumne County Museum





The photograph of Lyons Transfer shows a load of lumber being lowered down the hill to be put onto Sugar Pine cars. Note the third rail, presumably to accomodate both the standard and narrow gauge rolling stock. D. H. Steinmetz collection, Tuolumne County Museum

at the rate of 1 million boxes each year and 50,000 boxes per month for June through September and 100,000 boxes per month for the remaining months, over five years beginning on August 1, 1908. Other clauses stipulated that the Fruit Growers could buy additional shoo at an agreed-upon discount rate (S. A. SLC Minutes 3-6-08).²² In an unusually early opening, it was announced in March that the "Empire Mill Will Soon Be Sawing." From 50 to 60 men would soon be at work to start work on this "mammoth contract." Carpenters, millwrights and mechanics were already on the job in order to have the Empire's saws humming by the end of the month. Because of the small

amounts of snow, the Cold Springs and South Fork mills were to open shortly after the Empire (UD 3-21-08).

At least as early as 1908, Standard Lumber Company officials began positioning themselves for completing the inclines and connector railroad necessary to link its four woods mills with the Sugar Pine Railway at Lyons. To consolidate its holdings in the Brownes Meadow area and solidify railway rights-of-way between there and the Sugar Pine Railway at Lyons Dam, the SLC entered into a number of agreements and secured deeds on behalf of its soon-to-be incorporated Empire City Railway Company. Noteworthy among the transactions, on March 2, 1908 Alice M.

²² August 1, 1918 this agreement with the Fruit Growers Supply Company was altered to increase the price to \$.15 1/2 per box on 1,500,000 boxes to be delivered between August 1, 1918 and July 31, 1919; the price increase was not to apply on 900,000 boxes undelivered on the previous contract (S.A. SLC Minutes 9-6-18).

The inordinately generous terms of this contract in favor of the Fruit Growers suggests something more than a superficial business connection between it and the SLC. It begs further research.

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Parsons and Ada H. Street, as sole heirs of Nancy Bradford, deceased, deeded SLC the 3,920-acre tract known as the H. B. Browne lands. This tract was located in portions of Sections 1, 2 and 3; 10 through 15 and 22 and 23 in Township 3 North, Range 17 East; and Lots 6 and 7 in Section 6 and Lots 1 and 2 and the east half of the northwest quarter of Section 7 in Township 3 North, Range 18 East. Along with the land went "all the right, title and interest to all the personal property belonging or used in the sawmilling business formerly conducted by the Empire Mill Company" (S. A. ECRwy 1909).

By an agreement dated March 6, 1908 the Standard Lumber Company amended its timber harvest and milling contract of October 21, 1905 with H. B. Browne. The primary new provisions were threefold: first, the new agreement gave SLC the right "To construct and maintain a railroad... through and across the lands in said indenture of October 21, 1905... upon such line or lines as the [SLC] may select, provided that such railroads shall not cross the meadows upon said lands upon which hay has been cut." Second, the new agreement granted SLC "the right to operate the sawmill now situate[d] upon said lands, and the right to construct a new sawmill upon said lands above the present sawmill, that is to say, up the river upon said lands on the flat cleared for that purpose, and to maintain such sawmill, together with all buildings, structures, and improvements necessary to carry on a general lumbering and milling and mercantile business upon said lands for said period of 12 years," and the right to construct and maintain a log pond on the river.²³ Thirdly, Browne granted SLC "the right to cut lumber at such mill or mills, from timber and logs taken from lands other than the lands in said indenture of October 21, 1905." The SLC agreed to give Browne at least six of its existing four-room cottages on the premises at the expiration of the contract (S. A. ECRwy 1909).

Further solidifying its position to complete its tramway, the Standard Lumber Company bought a deeded right-of-way from Elizabeth Barnwell on June 30, 1908 for the "construction and maintenance of a tramway or railroad and to run locomotives and cars thereon" in the NESE, and the SWSE quarters of Section 9 in Township 3 North, Range 17 East. The right-of-way was 50-feet wide on a

route preselected by the SLC's engineer. SLC paid Barnwell \$100 for the privilege; she reserved her right to construct and maintain a wagon road across these premises and was to get \$1 per thousand board feet log scale for stumpage for all timber cut by the SLC along the right-of-way. In a similar transaction, the Standard Lumber Company secured a deed for lands on September 22, 1908 from N. L. Knudsen. This land had already been surveyed and platted by William H. Newell earlier in 1908 for a railroad right-of-way across Lot 5 of Section 17; and Lot 8 and the NENW, the SENW and the SWNW quarters of Section 20 in Township 3 North, Range 17 East. The total distance was 6,723 feet and the right-of-way was 100 feet wide, aggregating an area of 15 43/100 acres (S. A. ECRwy 1909 and Tuolumne County Deed Book A, Vol. 65, page 500, 11-22-08).

In a related transaction with the Stanislaus National Forest, the Empire City Railroad [sic] was granted a Special Use Permit, dated November 1, 1908, for a right-of-way 50 feet wide on each side of the center line of the railroad through the south half of the southeast quarter of Section 19; the NWSW quarter of Section 20; the SESE quarter of Section 9; and the NWSW quarter of Section 10 in Township 3 North, Range 17 East. Sections 19 and 20 would be for the incline into Lyons Transfer, and Sections 9 and 10 would be from Empire Mill to the divide at Saints Rest. The Special Use Permit set the company back \$10 per year and the Empire City Railway was to pay for the timber it cut along the right-of-way at the rate of \$5 per thousand board feet for sugar pine, \$3.50 for yellow pine, \$2 for fir and \$1.50 for cedar; a considerably better deal than Elizabeth Barnwell got. Additionally, the company was to pay three cents per linear foot for stulls and 75 cents per cord for cordwood. Oil was to be burned in locomotives operated on this railroad and efficient spark arrestors were to be on all donkey and hoist engines (S. A. ECRwy 1909).

Although proceeding to acquire these rights and titles by purchase, the Empire City Railway Company incorporated under California law on July 27, 1908—an act that the title searcher noted would allow the company to condemn rights-of-way.²⁴ Meanwhile, on April 16 the SLC board of directors had approved a land and timber deed to

²³ With this change, the SLC canceled the provision of the 1905 agreement that allowed it to move the sawmill, buildings, and tramways from their present location to another in the south half of Section 15, T3N, R17E, north of the North Fork Tuolumne (S. A. ECRwy 1909).

²⁴ The title searcher for this series of transactions noted that the Empire City Railway Company was incorporated "for the purpose of condemning a right of way, but said right was secured without it, and the Railway right of way was purchased by the Standard Lumber Company, in whom the title stands to all rights-of-way acquired, except permit from USA Forest Service." It was also noted that, in 1908, the SLC—presumably for the Empire City Railway's assets—was assessed for, among other property, 4.5 miles of railway track, 18 cars and two locomotives and that the company paid \$663.80 in taxes (S. A. ECRwy 1909).

Three young workers posed next to the locomotive for the Empire City Railway. The 30-inch, very narrow gauge line ran along the North Fork Tuolumne River between the Cold Springs and Empire City mills.

*D. H. Steinmetz collection;
Tuolumne County Museum.*



B. F. Haynes from the company which, in consideration of it, Haynes gave the SLC rights-of-way for roads and tramways needed to convey logs to the its South Fork Mill (S. A. SLC Minutes 4-16-08).²⁵ Two inclines were built north of the South Fork Stanislaus. The Deer Creek Tramway transported logs from the Deer Creek area, southward, to Camp One. The tramway incline transported lumber from the South Fork Mill to the Sugar Pine Railway adjacent to Tramway Camp.²⁶

When Steinmetz, Parke, and Moreland had incorporated the Empire City Railway Company, Steinmetz subscribed to 38 shares for \$19,000, E. Parke to one share for \$500 and J. C. Moreland to one share; this trio comprised the company's board of directors. Its total capital stock was to be \$50,000 divided into 500 shares at \$100 each.

The sum of capital stock actually subscribed, however, was \$20,000. Article 10 of the incorporation papers noted: "That before the filing of these Articles of Incorporation, there was actually subscribed to the Capital Stock of said Corporation for each mile of the Railroad intended to be constructed or purchased by said Corporation, the sum of Two Thousand Dollars, and there has been paid for the benefit of said Corporation to E. Parke, the Treasurer elected by the subscribers 10 percent of the amount subscribed." The purpose of the corporation, detailed in Article 2, was "To purchase, construct, maintain and operate and conduct a railroad of either standard or narrow gauge... for the carrying of passengers and freight thereon and thereover for hire, with all necessary tracks, side-tracks and equipments for the same... and to conduct and carry

²⁵ The SLC had numerous run-ins with B. F. Haynes. For example, in 1908 Haynes was arrested for cutting a ditch leading to and powering the South Fork Mill. SLC's attorney in the case, J. B. Curtain, sued and enjoined Haynes, his wife, and G. B. Haynes from interfering with the ditch. According to the SLC, A. J. Yancey was the ditch's owner, with first right to 300 miner's inches of South Fork Stanislaus water; the SLC had leased the ditch and water right from Yancey since 1905. The SLC sought \$1,500 damages plus legal costs. The 50 workers at the mill had been unable to work because the Haynes family diverted the water and prevented workers from repairing it by threatening them with deadly weapons. SLC claimed the mill's daily expenses were \$200 (UD 9-26-08).

²⁶ Lumber from the mill was hauled up the tram by steam hoist and taken by rail to Sonora for finishing. There was a water tank here for the engines and a siding that could accommodate 11 cars. The hoist came to the grade between stations 613 + 49 and 618 + 15, or 11.7 miles from Ralph. The Lyons Lake Resort pamphlet noted that 50 workers lived at this camp and that there was a corral in back of the bunk houses for the horses and cows. The pamphlet also noted a SPRwy landmark called 'Drinking Springs,' located between Tramway and Lyons Dam. It reportedly flowed year-round and remained cool all summer. This was probably the water source for the Tramway tank. There was a 1,000-gallon water tank at station 675 + 47, or 12.8 miles from Ralph (S. A. SPRwy maps 1913 and 1921).

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on a general express business in connection with the operation of said railroad....” Article 3 stipulated “That said Railroad is to be constructed from a point at or near Lyons Dam, a station on the line of the Sugar Pine Railroad... in a general easterly direction, by a practicable route, to a point at or near, what is known as the Cold Spring Saw Mill....” Article 4 said “That the estimated length of the said Railroad is twenty miles,” the principal place of business of the Empire City Railway was Sonora and the term of the corporation’s existence was to be 50 years (S. A. ECRwy 1908).

As of May 16, 1908, presumably to improve on its ability to conduct its business locally, Bullock’s Sugar Pine Railway had changed its principal place of business from Jamestown to Sonora. Then, on May 23, complete control of the Sugar Pine passed from T. S. Bullock to the Standard Lumber Company via a labyrinthine stock transaction (S. A. State of California 1915).

In June, the Sierra and the Sugar Pine railway companies entered into an important 25-year trackage agreement (see appendix page 211). It gave the Sugar Pine Railway the right to use the Sierra’s track between Sonora and Ralph Station, and a fee schedule was stipulated that differentiated between hauling full and empty cars. In addition to other stipulations and fees, the agreement also provided that from Sonora to Ralph, the Sugar Pine would haul all less than carload shipments destined to points on the Sugar Pine without charge to the Sierra Railway; from Ralph to Sonora, such partial shipments originating on the Sugar Pine and destined for Sonora or points west would likewise be hauled by the SPRwy without charge to the Sierra. Under the latter scenario, regular tariff rates would accrue to the Sugar Pine for use of its line. Sugar Pine train switchings and movements at and between Sonora and Ralph, a distance of 9.46 miles, were to be superintended by the Sierra Railway so as not to interfere with its other operations. Although T. S. Bullock was still the SLC’s primary stockholder, the SLC now completely controlled the Sugar Pine Railway. Bullock signed the trackage agreement in his capacity as president of the Sierra Railway; D. H. Steinmetz signed as president of the Sugar Pine (S. A. SPRwy 1908).

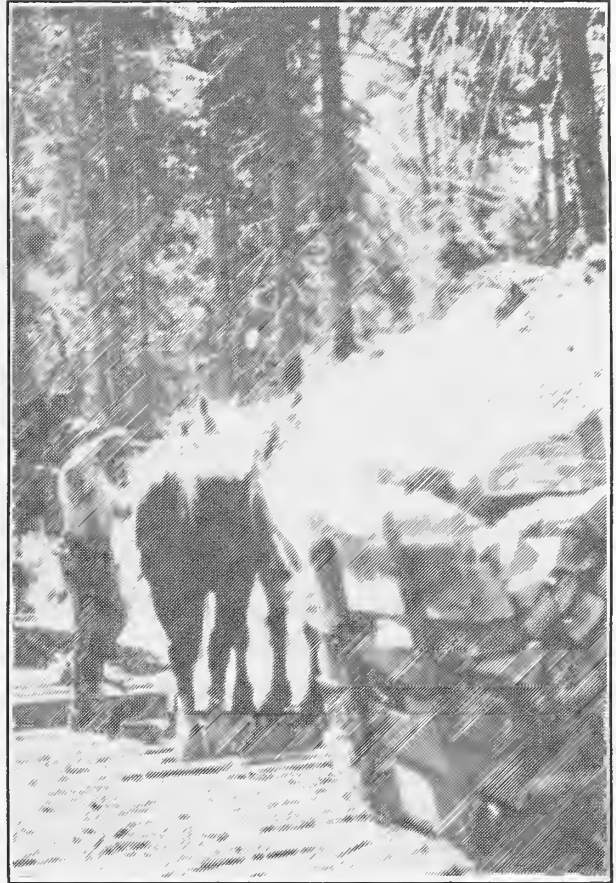
“The details of this deal [the transfer of control of the Sugar Pine Railway from Bullock to the Standard Lumber Company] are so interwoven with other business transactions at the same time between the two parties that the actual details of the transfer are not now available.”

*1915 State of California
RR Commissioner’s Report ²⁷*

During the dog days of summer, on a Tuesday morning in July 1908, the Standard Lumber Company’s Cold Springs Mill was destroyed by fire. Having been the largest of the SLC’s sawmills, it had been capable of turning out 75,000 board feet of lumber per day. In addition to the loss of the sawmill, the fire also reduced the Cold Springs boarding house and other nearby buildings to ash; the loss was estimated at between \$15- and \$20,000. The blaze had started on the roof from a spark and spread rapidly. High winds then scattered the fire in all directions, including brush and standing timber, touching off a sizable forest fire. The mill’s work force of nearly 150 men fought the flames and were soon reinforced by the Empire Mill crew. Some machinery escaped major damage. Interestingly, no lumber was lost since it was “all being taken away by train almost as fast as it comes from the saws.” Steinmetz had been in San Francisco at the time of the fire, but quickly came to Cold Springs, announcing that rebuilding would start at once and that the mill would be up and running in 60 days. Meanwhile, the Empire Mill was to run night and day to keep up with the company’s contracts, and the Knudsen Mill was to be started up as well (UD 7-11-08). Still with promising logging opportunities within the mill’s reach, the Cold Springs sawmill was rebuilt and gang saws installed, reportedly increasing its capacity to about 140 mbf per day²⁸ (UD 1909:49-51).

²⁷ The quote is from Railroad Commissioner, H. D. Loveland, in his 1915 investigation into the value of the SPRwy property. It is clear that the Standard Lumber Company was moving in the direction of controlling the Sugar Pine Railway Company by its maneuvers documented in the SLC board of directors’ minutes for January 29, 1906. However, Bullock still had the controlling shares in the SLC. For the text of the January 2, 1915 Loveland Report see appendix page 255.

²⁸ The 140,000 board feet per day is probably an exaggeration; the increased capacity was probably closer to the 120,000 board feet reported in *Pacific Coast Wood and Iron* in its June 15, 1909 snippets on the SLC’s activities. There has long been speculation that the Cold Springs Mill was intentionally destroyed in order to collect insurance money and make needed modernizations at the mill. This study has found nothing to refute or substantiate that claim.



Construction section crews worked with steam shovels, horses and explosives to build the railroad grade. The pit crew is shown setting a temporary section of rails for the steam shovel to move upon in a leap-frog fashion; horses are shown pulling a sled of firewood to fuel the steam shovel.

June Madrid collection; USDA, Forest Service, Stanislaus National Forest

The 15 miles operated by the Sugar Pine Railway, from Ralph to Lyons Dam, have 75 curves aggregating 10 miles, 5 miles of straight track and 4 miles of level line.... There are 7 trestles aggregating a length of 820'; with a minimum length of 65' and a maximum of 125.' 15 miles of telephone wire have been strung and are owned and operated by the Sugar Pine Railway.

1908 report to the California Railroad Commission

The Sugar Pine Railway reported on its operations for the year ending June 30, 1908 and provided an official status report on the company to the Railroad Commissioners of the State of California. Listed as a common carrier, the

Sugar Pine Railway Company's total number of stockholders was five: D. H. Steinmetz, E. Parke, R. I. Barlow, J. C. Dambacker [sic.] and S. E. Loftus, all of Sonora. Steinmetz was chairman, president, and general manager, Parke was first vice president and general agent and Barlow was secretary and treasurer.

One million dollars in shares of common capital stock at a par value of \$100 had been authorized, with the total amount issued and outstanding being \$375,000. A first mortgage bond for construction had been issued for \$180,000 at five percent. For 15 miles of railroad construction from Ralph to Lyons Dam, the cost was projected at \$25,000 per mile. The Sugar Pine's gross earnings from operations were reported at \$18,452.82, less \$5,511.76, yielding \$12,941.06 as income.²⁹



*Construction section crew building the Sugar Pine Railway.
June Madrid collection; USDA, Forest Service, Stanislaus National Forest*

Operating expenses were enumerated as: \$630 for repairs of roadway; \$254.39 for locomotive repairs, \$115.45 for repairs of freight cars, \$125 for repairs of work cars, totaling \$494.84 for maintenance of equipment; \$490 for engine and roundhouse men, \$1,865.37 for locomotive fuel, \$23.33 for locomotive water supply, \$12 for oil, tallow, and waste for locomotives, \$688.32 for train service, \$120 for switchmen, flagmen, and watchmen, \$150 for station service, and \$384.75 for equipment hire, totaling \$3,733.77 for conducting transportation.

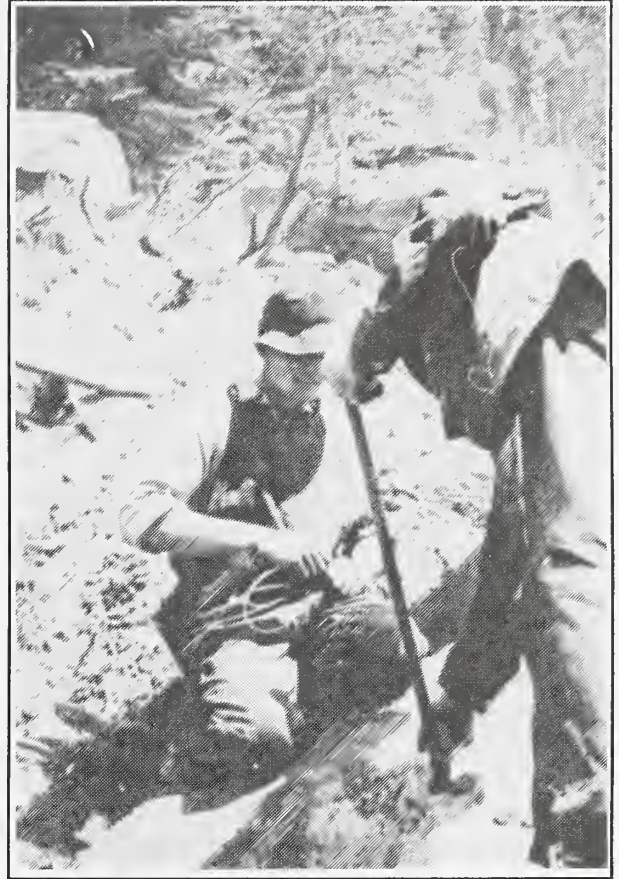
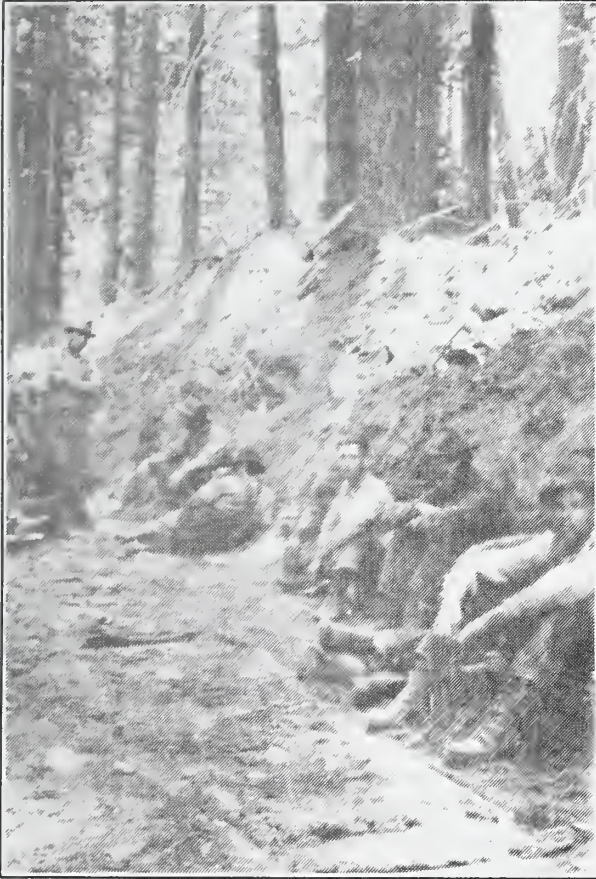
Yearly compensation, by occupation, was listed as:

Other officers (1)	\$1,500
Station agents (1)	900
Enginemen (1)	1,500
Firemen (1)	1,020
Conductors (1)	1,500
Other trainmen (2)	2,040
Section foreman (1)	720
Other trackmen (6)	2,400
Switchmen, Flagmen and Watchmen (1)	720

Noting that all figures were only for the period from April 20 to June 30, they reported 5,222.8 tons of revenue earning freight and a total freight revenue of \$18,452.82, being an average of \$3.53+ per ton. The average receipts per ton mile were \$.23+ and the freight earnings per mile of road were \$1,230.18+. The next entries were for passenger and freight revenue; since they were the same as for freight, it indicated zero passenger revenue. The mileage run by freight trains during this period was 213. The average number of freight cars per train was 13, the average number of loaded cars per train was six, the average number of empty cars per train was six, the average tons of freight per train was 87, and the average tons of freight in each loaded car was 16. The nature and amount of the freight was reported as 60 tons in other mill products (not grain or flour), 255 tons of hay, five tons of hides and leather, 4,752 tons of lumber and 150 tons of miscellaneous freight.

The roster listed one locomotive owned, no cars for passenger service, and 28 flat cars in freight service. The total mileage was 15 of single track and it was reported that no new rails had been laid during the reporting period. For fuel oil, 44,940 gallons had been consumed per track

²⁹ An explanatory note regarding earnings from operation were that the figures were from April 20 to June 30; April 20 being the date the present management took charge.



*Construction section crews worked with steam shovels, horses and explosives to build the Sugar Pine railroad grade.
June Madrid collection; USDA, Forest Service, Stanislaus National Forest*



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mile. The line was characterized as having 75 curves³⁰ aggregating 10 miles, five miles of straight track, and four miles of level line. There were 10 miles of ascending grade for 2,500' of ascent and 13 miles of descending grade for 150' of descent for an aggregate of one mile of descending grade. Seven trestles aggregated 820 feet; with a minimum trestle length of 65 feet and a maximum of 125 feet. Also reported were 15 miles of telephone wire owned and operated by the Sugar Pine Railway (S. A. SPRwy 1908).

By the close of the 1908 season, the Standard Lumber Company's cut from its sawmills at Cold Springs, Empire, South Fork, and Lyons Creek was over 15,000,000 board feet. The daily output capacities averaged 60,000 board feet for the Empire Mill's circular saws, 35,000 board feet for each of the South Fork and Lyons Creek mills' circular saws, and 100,000 board feet from the Cold Springs Mill. In 1907, the company's total cut of lumber had been something over 12,000,000 board feet, and 77 percent was "worked through the door and box factory at Sonora, the balance being shipped largely to foreign countries and eastern markets." Of the 1908 cut of over 15,000,000 feet, about 75 percent was converted into doors, windows, boxes, and similar products at the Sonora factory. The balance was reportedly "shipped abroad," along with a "large quantity of the output of lumber" being shipped to eastern markets (UD 1909:47-51).

1908 had also been a marker year for the Forest Service. Having been transferred from the Department of Interior to Agriculture in 1905, it was not until its aggressive moves toward decentralization in 1908, partially attributable to a response to increasing requests from lumber operators to purchase government timber, that the agency's policies took on their own identity. Nation-wide, the government had sold only 68 million board feet of timber valued at \$86,000 by the close of fiscal year 1905. In contrast, by 1908 such sales totaled 525 million board feet valued at \$964,000, spurring the Washington office to pursue policy development that would level the selling price of timber between national forests. California's District 5 was one of the earlier ones to set minimum stumpage rates for each of its national forests, but by 1910, these minimums would have far more detractors than supporters both within Forest Service ranks and in the lumber industry (Clary 1986:30-31).

"The Standard Lumber Company is one of the strongest factors in the business life of Tuolumne County. It represents an investment of large capital, to earn a reasonable rate of interest on which a system of saw mills, a sash, door and box factory, a narrow gauge railway 12 miles long and a standard gauge railway of 15 miles, traction engines and equipment, much auxiliary machinery, horses and wagons and a large number of men must be kept busy."

The Union Democrat 1909

Such was the boosterism about the Standard Lumber Company. Written to highlight Tuolumne County's commercial and residential assets, *Tuolumne County California, Being a Frank, Fair and Accurate Exposition, Pictorially and Otherwise, of the Resources and Possibilities of this Magnificent Section of California* was printed as a special publication by the county's primary newspaper in 1909 at the request of the County Board of Supervisors. At this stage, SLC had acquired over 18,000 acres of timber land in Tuolumne County. Five-hundred men were on the payroll, and the company's annual expenses totaled \$300,000. Ignoring the belief in timber depletion, a cornerstone on which the budding Forest Service was building itself, Tuolumne County boosters swept such fears aside:

The lumber industry of Tuolumne County is of paramount importance, entailing as it does an investment of millions of dollars and an outlay of other vast sums for normal operating expenses, repairs and improvements. Thousands upon thousands of acres of land, studded with as fine sugar, white and yellow pine as grows anywhere on the continent, can be found right here. Already great tracts of this valuable timber are controlled by operating lumber companies, but their holdings are only a fraction of the whole. Alarmists claim that in a few

³⁰ Even curves along the railway acquired names. One of them near Twain Harte, Edna Curve, was named for a MeWuk Indian girl. Her father, Chief Fuller, cut timber in this area for the mining industry. His young daughter went with him on these trips, and according to Dambacher and the Marshalls, since the train engineer could not see the wood cutting site from his side of the cab, he would ask the fireman: "Any sign of Edna today?" In time, it became 'Edna Curve.'

years our forests will be denuded, the county robbed of its riches. They forget, however, that the 'riches' represented by standing timber are only comparative; that the value of the big trees is just what they are worth in money of the realm when made up into marketable products and no more. The 'few years' should, for the sake of truth, be changed to 'decades,' and even then may find the lumbering business surging along on an endless career. The adoption of reforestation must make it perpetual [UD 1909:47].

Further extolling the Standard Lumber Company and explaining its operations, the article noted that:

The Sugar Pine Railway operates over 9 miles of track leased from the Sierra Railway Company, between Sonora and Ralph, and thence over 15 miles of its own road to Lyons Dam, which is the junction point of this road with the narrow gauge line of the Empire City Railway. After the new equipment, which has been purchased, is put into service, the rolling stock will consist of 40 steel flat-cars and two 50-ton locomotives. The Empire City Railway operates from Lyons Dam, the junction point on the Sugar Pine Railway, over its own nar-

row gauge track for a distance of 12 miles, touching at the Empire mill and having its terminus at Cold Spring mill. The equipment, all new and modern, consists of 4 locomotives and about 70 cars. The product of both Cold Spring and Empire mills is transported over this line to Lyons Dam, and there transferred to the standard gauge cars of the SPR wy. The Standard Lumber Company employs approximately 500 people, 300 of which work at the mountain plants seven months of the year—just as long as the weather permits—[while]... two hundred are kept at work the year round at the Sonora Factory. The annual operating expenses are close to \$300,000, the average pay to employees [sic] being \$2.75 per day. The minimum wage is \$1.25 (paid to boys in the factory) and the maximum \$5. The company owns 18,000 acres of fine timberland, almost all of which is on the slopes of the north fork of the Tuolumne and the south fork of the Stanislaus rivers.... The land contains 600,000,000 feet of standing timber.... In addition to sugar, white and yellow pine, the forests of the county afford the lumber companies considerable fir and cedar, the former being sawed up into common lumber, and the latter used almost exclusively for orna-

A full train of logs being hauled along the Empire City Railway. D. H. Steinmetz along with two partners incorporated the Empire City Railway Company in 1908. Steinmetz purchased 38 of the 40 subscribed stock shares for \$19,000. The company's total capital stock was to be \$50,000 divided into 500 shares at \$100 each, however only \$20,000-worth was actually subscribed.

D. H. Steinmetz collection, Tuolumne County Museum



mental purposes and in the making of clothing chests, for which, owing to their pungent odor, which is repellent to insects there is steady demand. 'Get timber land and keep it,' is the advice of an experienced 'cruiser.' 'Ten years from now it will make you rich' [UD 1909:47-51].

In addition to its woods operations, with the Standard Lumber Company's takeover of the deceased S. S. Bradford's Sonora plant in 1909, the sash and door plant was turning out 500 to 600 doors per day and about that many window sashes. They were cut from pine which was rough sawn at mills in the woods and hauled to Sonora by mules and traction engines. The little-wanted rough cut fir sold for \$7 per 1,000 board feet. Some 120 men worked at the remanufacturing plant under superintendent Joe Dambacher. The starting wage: 15 cents per hour ³¹ (UD 5-25-60).

In June 1909, the trade journal, *Pacific Coast Wood and Iron*, also reported on the feverish pace of activity in the Standard Lumber Company's woods. The short article noted that "The Standard Lumber Company at Sonora has added two large donkey engines to its logging camp equipment" and that "The lumber camps around Sonora are working full blast to supply the demands of the Standard Lumber Company.... The Standard Lumber Company has bought from the government about 30,000,000 feet of lumber from the reserve near the Cold Springs mill. New gang saws are to be put into the mill so as to increase its capacity to 120,000 per day." A month later, the same journal reported that the SLC had started its dry kiln at Sonora and that the lumber company "is turning out about 246,000 feet per day at its four mills. The Cold Spring mill is cutting 90,000 feet per day; the Empire mill 80,000; South Fork 40,000 and Lyon's Creek mill 35,000. The company expects to exceed all its other cutting records this season as the timber is very accessible to the railroad." (PCW 6-15-09 and 7-15-09).

In addition to being a period of local optimism for the industry, 1909 also marked a significant move toward further decentralization within the Forest Service, in part, to better serve the lumber industry. It was announced in such trade magazines as *Pacific Coast Wood and Iron* that much of the work formerly conducted in the Forest Service's District Office in San Francisco would be transferred to the local Forest Supervisors' offices.³² Now work involving permanent improvements, issuance of special use permits not requiring bonds or involving water power, small or unadvertised timber sales, and "action of claims where the applicant's good faith is shown and the land is not needed for administrative purposes" were among the tasks now under the forest supervisors' broadened purview (PCW 6-15-09). District 5 was to include California and southwestern Nevada, and its headquarters was in the First National Bank Building in San Francisco. F. E. Olmsted was the District Forester and Coert DuBois was named his assistant. The new District would begin with a legacy of \$85,910 having been spent the fiscal year ending June 30, 1908 on trail, road, telephone line, fence, bridge, and ranger station construction as well as fire protection. Soft-pedaling some of its more controversial work, another *Pacific Coast Wood and Iron* article explained that "the object of this work is to help open up the forests to more use and provide means for their better and more economical protection, through the supply of means of communication and transportation, well-located field quarters, fire lines, fences to assist in the handling of stock, and watering places" (PCW 1-09).

Probably owing to this administrative decentralization, in 1909 the Stanislaus National Forest, through the District Office, initiated its first forest research project. The next year, four 20-acre test plots were set-up in Cleveland Hollow, about two miles east of Cold Springs.³³ These "methods of cutting" plots were designated to both measure the growth of the residual stand after logging and the amount of regeneration following the kind of "selective" harvest typical of that era. Because the SLC was the only substantially sized logging operator in the area, it was lands

³¹ In addition to being hauled by traction engine and animal-power, by this juncture, rough sawn lumber bound for Bradford's Sonora plant also came over the rails.

³² Between the time of the Forest Service's 1905 transfer to the Department of Agriculture from Interior and its 1908 reorganization, its administration over the individual forest reserves was comprised of the chief forester's Washington Office and three district offices. In 1908, Chief Forester Pinchot expanded the organization to six district offices. In this structure, a forest supervisor was accountable for what happened on his forest. In turn, each forest was divided into districts, and rangers were in-charge at that level, accountable to their forest supervisor. Eventually, this organizational terminology was altered to eliminate the confusion over "district," with the level below the WO being the Regional Offices and the former "District Foresters" being termed "Regional Foresters." By 1954, there were ten ROs (Steen 1991:77-78, appendix 3).

³³ These test plots were located in Sections 31 and 32 of Township 4 North, Range 18 East (USDA/FS Oliver 1987).



Fundamental forestry research was conducted on the Stanislaus National Forest on the areas logged by the Standard Lumber Company timber sale designated January 29, 1907 in the Cold Springs vicinity. The remarks on Forest Service photograph 95051 were: "Cut over area.... Pure yellow pine, trees 12 - 24" dbh. Practically no reproduction; thrifty condition; a few scattered fir and cedar seedlings." Remarks on photograph 95065 were: ...95% sugar pine; 5% ponderosa pine.



TIMBER

SIZE, QUALITY, AND CONDITION, BY SPECIES.	REPRODUCTION—YOUNG, GROWTH, ETC.
<p>Yellow Pine is large but short and will go 6 logs to the tree and 1 1/2 per m. and is in a good healthy condition at 60% mature.</p> <p>Sugar Pine There is only a few trees in stream which which they are large and mature will go 3 logs per tree 1 1/2 logs per m. in a good condition.</p> <p>White Fir is the predominating species in this section it will go 6 logs per tree and 2 1/2 per m. it is fairly healthy with the exception of a few spike topped trees.</p> <p>Pedlar is not large but is tall will go 9 logs per tree and 5 logs per m. is very healthy.</p> <p>Redwood Pine is short and scrubby will go 3 logs per tree and 1 1/2 per m.</p> <p>Conifer wood ... none.</p> <p>Dead and down timber There is very little dead timber or thin or a few Yellow Pine which would make however.</p>	<p>seedlings there is a few on the north slopes very scattering.</p> <p>Saplings occur in groups in the low area.</p> <p>Poles are plentiful in the south west 1/4.</p> <p>Burns None.</p> <p>Streams, springs, lakes stream creek is the only stream in the area some small springs in lakes.</p> <p>Cuttings None.</p> <p>Logging condition Poor in all of the area except the north half of the northwest quarter and stream bed which is good.</p> <p>Remarks:</p>

RECEIVED
JUL 13 1910
FOREST SERVICE
BUTTE, CALIF.

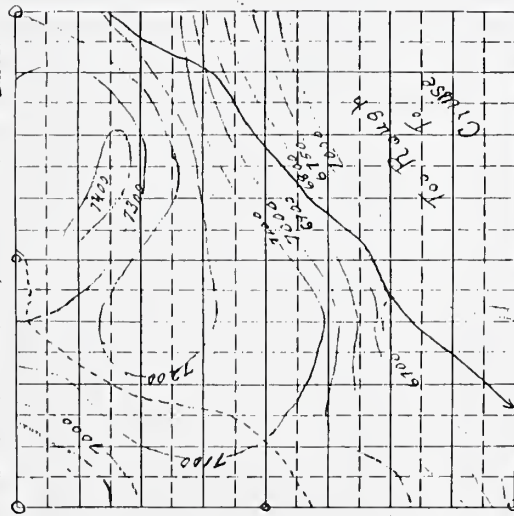
This is a typical timber reconnaissance plat, volume estimate and timber stand condition sheet. This example was completed for Section 1 in Township 4 North, Range 18 East by Joseph Elliott in the summer of 1910.
USDA, Forest Service, Stanislaus National Forest

Stanislaus National Forest.

Date, June 21, 1910

Examiner, Joseph C. Elliott.

Sec. 1, T. 4 N., R. 18 E., M. D. M.



Surface is rough lava ridges and granite boulders

Soil on the highest altitudes it is a dry shallow sandy loam, in the lower parts of the section it is a deep moist loam

Ground cover Manzanita, snow brush, sweet birch and chinquapin

ESTIMATES

(Indicate species in right-hand column.)

343,400	73,900	246,650	572,150	YP	
844,750	7,000	230,000	131,000	SP	
105,000	2,300	95,650	66,500	WF	
7500		128,900	47,700	RF	
704,000	587,300	650,850	159,100	YP	
1,474,000	336,000	47,500	35,000	WF	
424,300				Cedar	
8000			46,700	RF	
382,500	632,550	96,600	74,250	YP	
778,250	223,750	35,000	No Timber	SP	
4100				WF	
297,150	200,700		Inaccess. ble	Cedar	
174,000				RF	
742,000	1,167,750			Cd.	
				YP	
				SP	
				WF	
				Inaccess. ble	
				RF	
				Cd.	
TOTALS.					
SPECIES	LIVE—N. E. M.	PER CENT WHICH SHOULD BE CUT.	DEAD—N. E. M.		
Y. P.	4,882,000	75%	13,500		
S. P.	17,400	75%			
W. F.	6,047,000	100%			
R. F.	982,400	80%			
L. P. P.	238,700	80%			
Cord wood	12,500				

logged by the SLC which were under study.

In 1910, it appears that the Stanislaus National Forest also began to step-up its cruise efforts on its timber lands within reach of the Standard Lumber Company's operations—estimating timber species, volumes, and timber stand characteristics. These reconnaissances were the building blocks to arrive at appraising the value of timber in prospective sales of government timber. It appears that forest officials on the Stanislaus National Forest either ignored their 1910 direction from William Cox or split semantic hairs: Cox reprimanding that "the Service will not sell to companies holding large areas [of timber] for speculation" (Clary 1986:32). In turn, the SLC continued to acquire private timber land and stumpage rights and energetically pursued government timber sales. Also in 1910, and possibly because it accomplished its purposes, on September 25, Bullock and Manuel Estate Company's Big Tree Timber Company closed its accounts; land or cash was distributed to the Standard Lumber Company and both parties retired certain debts of the BTTC (S. A. BTTC). At the close the 1910 fiscal year, the Sugar Pine Railway reported its revenue-earning freight traffic—nearly all of which was for the SLC—at 64,601.11 tons and averaging \$2.40 in revenue for each ton of freight. "Freight locomotive miles" were calculated at 16,594 for the year; freight car miles were posted as 53,912 loaded and 52,515 empty (S. A. SPRwy 1910).

A Sugar Pine Railway Company report to the California Railroad Commission for the year ending June 30, 1910 provides a comparison with the report for 1908 as well as a snapshot in time of the status of the company and its relationships with the Sierra Railway and Standard Lumber companies. The 1910 report listed the same directors as the 1908 report, but showed a term expiration of March 1, 1911. There were slight changes in officers with Steinmetz shown as president and general manager, E. Parke as vice president and general freight agent, Barlow as secretary and treasurer, W. C. Potts as general superintendent, and J. C. Rassenfoss as auditor... in later years, Rassenfoss would grow into much larger corporate shoes. Instead of the five reported in 1908, there were six stockholders; the additional one presumably being Thomas S. Bullock. Bullock was listed as an individual, association, or corporation as trustee who controlled the respondent on June 30, 1910 with the SLC being the beneficiary for whom the trust was maintained. This question was not asked in the 1908 report format.

The SPRwy reported owning 15 miles of railroad and operating under trackage rights on 8.81 miles of the Sierra Railway. In remarks regarding the company's stock, Rassenfoss wrote: "Part of road was constructed by the Standard Lumber Company who accepted as part payment

for the work SPRwy Co. stock." The Sugar Pine Railway Company offered 10,000 shares of common stock at a par value of \$100, and declared that its dividends were \$36,000. A total of 6,400 shares were issued in the year for construction with 10,000 shares outstanding.

Expenditures for additions and betterments for 1910 amounted to \$54,349.06 of which \$52,487.59 was for equipment. Railroad and equipment investment from July 1, 1907 to June 30, 1910 totaled \$1,016,453 of which \$3,556 was in grading, \$324 was in ties, \$54 in frogs and switches, \$10,968 in track laying and surfacing, \$427 in roadway tools, \$38 in telephone lines, \$729 in shops, engine houses and turntables, \$70 in fuel stations, and \$112 in transportation of men and material. One million dollars was tallied for the cost of road purchased; there were other, smaller miscellaneous amounts.

Reflecting investment in motive power, expenditures for steam locomotives for the year had totaled \$16,652; \$730 was spent in passenger cars and \$35,105 for freight cars. Thus, for the entire line, the total investment for the railroad and equipment since June 30, 1907 was posted as \$54,349. Total expenditures for this from July 1, 1907 to June 30, 1910 amounted to \$69,482.

Operating revenues were \$156,669 while expenses were \$58,741, for a net revenue of \$97,928. From this, \$896 was subtracted for taxes, \$16,768 for equipment hire and use of joint facilities, interest accrued on funded debt and other interest, and \$36,000 for dividends declared on common stock. This yielded a gross corporate income of \$45,441 carried to the general balance sheet.

Of interest is an explanatory note regarding "hire of equipment," for which total compensation was \$4,783: "Various conditions in connection with the interchange on freight cars make it a very difficult matter to determine car days, or other units. Cars were engaged at various rates, viz., \$.25, \$.30 and \$.35 per day, and the total compensation shown includes an amount representing transportation charges on a lot of small cars from Yosemite Valley Railway Company. The hire of these cars was on a per diem basis, we to pay the transportation charges on the equipment over intermediate carriers."

Yearly salaries for three general officers was \$2,010, for one general office clerk \$1,200, for the station agent \$677, for the four enginemen \$2,765, for the four firemen \$2,222, for the three conductors \$2,792, for the four other trainmen \$3,799, for the less-than-full-time carpenter \$205, for the two section foremen \$1,623, for the 15 other trackmen \$8,504, for the two men doing switch tending, crossing tending and serving as watchmen \$1,305 and for one other laborer \$671. An explanatory note said: "General Officers include under June 30, 1910 Gen. Mgr. D. H. Steinmetz, who is active manager but draws no salary."

SUGAR PINE RAILWAY COMPANY

THE FLURRY OF 1908...

WEST BOUND				EAST BOUND			
FREIGHT		Time Table No. 2		MAY 14th, 1910		FREIGHT	
LEAVE DAILY				STATIONS		ARRIVE DAILY	
9	7					8	10

NOTE.—After completing each train, the engine will be operated during the remainder of the day, as extras.
 NOTE.—All Sugar Pine trains operate between Sonora and Ralph over Joint track must receive running orders from Dispatcher's Office, Jamestown and will be handled as extras.
 NOTE.—Eastbound trains are subject to westbound trains.
 SEE RULE 106.—In all cases of uncertainty, the safe course must be taken and no risks run.

This Sugar Pine Railway special rules and time table were in effect starting May 14, 1910. It was intended for use by government railroad regulators and employees; not the public. The company reserved "the right to vary from this time-table as circumstances may require."
 Fibreboard Corporation

SPECIAL RULES HAVING PREFERENCE OVER GENERAL RULES

1. Registering stations: Sonora, Ralph, Long Siding and Lyons Dam.
 2. All trains must be provided with a clearance card before leaving terminals.
 3. Trains must not exceed six (6) miles per hour between Lyons Dam and Ralph, nor eight (8) miles per hour over joint track between Ralph and Sonora with geared engine, and twelve (12) miles per hour with straight engine.
 4. Trainmen must watch closely to see that wheels are not sliding and will immediately signal engineer to stop if wheels are found sliding.
 5. Each brakeman will be held personally responsible for any wheels slid flat under the part of train under his charge.
 6. Car inspector will examine all wheels in train upon arrival at Sonora and report those found flat, to General Office.
 7. On all grades, when switching, cutting off, picking up or detaching engine from cars, or coupling to cars on descending grades, all hand brakes must be set and wheels of all cars properly choked to prevent accident.
 8. If passing track at Ralph is used, trainmen must see that derailing frog is always thrown in place.
 9. All concerned are cautioned to keep a constant look-
- out for overhead and side obstructions and derailing switches.
 10. Air hose must be disconnected by hand and not pulled apart.
 11. Flying or running switches are prohibited.
 12. No engine must be detached from its train on a grade until all hand brakes have been set and the wheels safely choked. No engine must attempt to couple to cars on a down grade unless all hand brakes are set and wheels well choked. No engine should help another train up a grade without first uncoupling from its own train. Conductors and engineers will be held responsible for violation of this rule.
 13. Enginemen must see that their engine is provided with a netting over stack during dry weather, watching them carefully to see that they are in good condition.
 14. In all cases of doubt or uncertainty, the safe course must be taken and no risks run.
 15. Trains must not attempt to make up lost time between stations.

Signs and Characters.

The following signs indicate:

W Water station.

O Oil.

Y Wye.

Traffic and mileage statistics noted no passenger traffic,³⁴ but 64,601 as the number of tons carried of freight earning revenue. The average amount received for each ton of freight was \$2,410. Operating revenue per train mile was \$9,485 while operating expenses per train mile were \$3,556. The average cost per ton of freight per loaded car-mile was \$1.20; the average cost per ton of freight per train mile was \$3.91; the average number of freight cars per train mile was 6.44; the average number of loaded cars per train mile was 3.26; the average number of empty cars per train mile was 3.18 and the average mileage operated during the year remained at its 1908 figure of 23.81. Thus, it appears that hauling empty or partially empty cars over its rails detracted significantly from the efficiency of the Sugar Pine Railway. The company's freight revenue locomotive total mileage was 16,594; total freight car miles totaled 106,427; and its revenue service freight train mileage was 16,518. The railway's average freight tonnage per loaded car mile was 1.2; the average tons of freight per train mile was 3.91.

Providing insight into the amount of goods taken into the woods to support the SLC's three sawmills and their logging camps, the freight traffic movement was 249 tons of grain, 30 tons flour, 681 tons of hay, 103 tons fruit and vegetables, six tons of dressed meats, eight tons of other packing house products, 24 tons of bituminous coal, 61,281 tons of lumber, 157 tons of other forest products; 61 tons of oils, 45 tons of naval stores, 140 tons of iron and steel rails, 310 tons of other castings and machinery, 423 tons of cement, brick, and lime, 197 tons of other manufactures and a notable 25 tons of wines, liquors,³⁵ and beers. This totaled 64,601 tons over Sugar Pine rails for 1910.

Showing a significantly expanded roster, there were three freight locomotives owned by the Sugar Pine Railway on June 30, 1909; two were added during the year such that the company owned or leased five on June 30, 1910. Three of the locomotives on the books for June 30,

1909 were leased such that the total locomotives owned on June 30, 1910 was two. There were 72 flat cars in use on June 30, 1910; 23 had been retired during the year with 50 having been added during the year. Three gravel cars and one caboose had also been added. Forty-five of the flat cars were leased, and 54 cars came under the ownership of the SPRwy Company during the year; 51 of these were equipped with train brakes and automatic couplers.

A total of 1.11 miles of yard track and sidings were added to the rail system, probably at Standard City, so that the total mileage owned and operated was 16.11. There were still 8.81 miles operated under trackage rights through the Sierra Railway. One-tenth of a mile of railroad grade was constructed during the year and 1.11 miles of steel were laid. A tally of 1,935 cedar ties were used during the year at a cost of \$.55 apiece at the distribution point. There were 323,401 gallons of fuel oil used and 16,594 miles run. The average cost of fuel oil per gallon at the distributing point was \$.037. The company reported nine bridges aggregating 683', with a minimum length of 45' and a maximum of 130'; no trestles were listed (S. A. SPRwy Report 6-30-10).

As part of its wholesale distribution system, the Standard Lumber Company also controlled the Sunset Door & Sash Company of Stockton. Doors manufactured at the SLC's plant in Sonora were handled by the Sunset Company, with the Sonora plant turning out 600 doors and 900 window sashes every day as well as about 60,000 feet of box shook lumber—all to be part of the Sunset trade. In Stockton, odd-sized doors were to be manufactured and special machinery for handling the sash work was to be installed. By the close of 1910, the work of making Stockton the SLC's hub for its wholesale distribution of doors, sash, and box shook was hamstrung by delays in securing a franchise to lay a connecting spur to the Southern Pacific railroad tracks from the Sunset Sash & Door property at the corner of Park and Sacramento streets (UD 12-24-10).

³⁴ Though expenditures were made on passenger cars while no passenger traffic was reported, the discrepancy may be explained by special transport cars being used to carry workers for the SLC over the Sugar Pine Railway.

³⁵ This tonnage of spirits is substantial given the number of woods workers; even accounting for freighting of alcoholic beverages to the few non-lumbering commercial enterprises that may have been served by the Sugar Pine Railway. There are occasional oblique references to workers' drinking habits, such as a case in the summer 1907. One Sunday after payday, a worker at the Empire Mill went to Long Barn to pay off a debt. Before leaving the premises of his creditor, he had three drinks of whiskey. On the way back to Empire, he met the donkey engine crew and treated them to whiskey. The crew having three jugs of the stuff invited him to stay and drink with them, and as the supper hour approached, he headed for camp. When within sight of the Empire cabins, he was allegedly clubbed in the head and robbed of his remaining pay (UD 8-3-07).



Standard Lumber Company
stock certificates.
Stock certificates courtesy of
Fibreboard Corporation
P. A. Connors, photographer



FROM WOODS MILLTOWNS TO STANDARD CITY

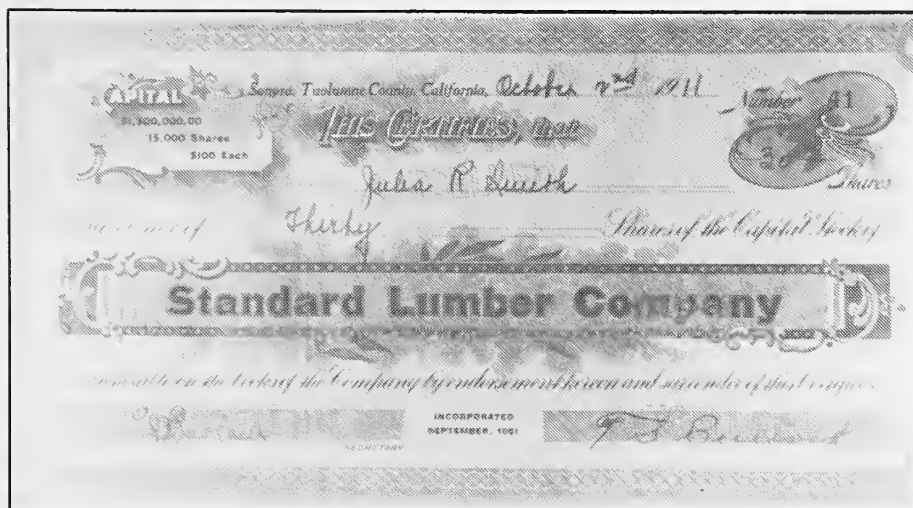
"...when the mountain mills are abandoned and the logs are brought to Standard City for manufacture it is not at all improbable that close to 1,000 men will find employment."

The Union Democrat 1911

By 1911, Bullock had disposed of his West Side Lumber Company holdings and focused on the SLC. The SLC's capital stock was increased from 10,000 shares with a par value of \$100 per share to 15,000 shares with a par value

of \$100 per share. This increased the capital stock of the company from \$1 million to \$1.5 million divided into 15,000 shares (UD 6-3-11). As part of its expansion, later in 1911, two of the fifteen new dry kilns, an immense stor-

Standard Lumber Company
stock certificates.
Stock certificates courtesy of
Fibreboard Corporation;
P. A. Conners, photographer



FROM WOODS MILLTOWNS TO STANDARD CITY



Sugar Pine Railway Company
stock certificates.
Stock certificates courtesy of
Fibreboard Corporation
P. A. Conners, photographer



age shed and a lumber distributing yard were established at the town of Standard. The local newspaper trumpeted that over 100 men were employed in the yards and about the machinery at Standard, and that "when the mountain mills are abandoned and the logs are brought to Standard City for manufacture it is not at all improbable that close to 1,000 men will find employment" (UD 9-23-11). It

would be nearly two years before the sawmill, dam, and associated millpond were in place and operational, but the company town at Standard, built largely on land purchased in 1909 by Xavier Fassler who had operated a dairy ranch there, was beginning to take shape. The Standard slaughterhouse that supplied both the woods camps and the town was operated by Phil Ghirosio; the company also owned



Log bridges were common on the Sugar Pine railroad logging system. Cedar and white fir were most frequently used, partially because of their much lower commercial quality and abundance and partially for particular qualities of the wood, such as cedar's resistance to rot. Note the Dolbeer steam donkey being used to move the bridge logs.

June Madrid collection; USDA, Forest Service, Stanislaus National Forest



Interior of the Standard Lumber Company's box factory. Note the racial mix of workers along the conveyor belt.

D. H. Steinmetz collection, Tuolumne County Museum

Standard Meats and the Standard General Store. The slaughterhouse would operate until 1923 (AL 1914:39 and UD 12-13-85).³⁶ As of June 1911, the Sugar Pine Railway's board of directors was composed of Steinmetz, R. I. Barlow, E. Parke, S. E. Loftus and J. C. Dambacher. Steinmetz remained the company's general manager.

July 1911 saw SLC sealing another large contract for fruit packing boxes. This one, with the Orange Growers' Association of Los Angeles, required the Standard Lumber Company to deliver 12,500,000 boxes over the course of eight years, with a "heavy penalty for non-performance." To meet this order, it was reported that the Sonora plant would either have to be "materially enlarged and new equipment added or the present plant will have to be kept in operation day and night," still requiring some additional equipment. Three years before, the SLC had contracted with the same growers' association for delivery of 5,000,000 boxes over five years. It was reported that the SLC surprised many nay sayers in this sharply competitive industry by meeting the contract a year and a half before its expiration. Steinmetz' "Usual aggressive policy" and his organizational skills were credited with the coup. The Orange Growers' Association used, at minimum, 1,500,000 boxes each year and reportedly was the largest organization of its kind in California. Community interest in the new contract was high with the prospect of employing more men in the Sonora box factory as well as in the woods. The *Union Democrat* also reported that "It means more money in circulation in the county for local produce, and industries, and tends for greater permanency of those of the county's citizens who are and will be engaged in the various phases of the lumber business, and will be a stimulus to the institution of various enterprises which naturally follow increased resources" (UD 7-29-11).³⁷

Use of prized sugar pine wood for common box shook seems to today's observer to have been a poor use of a relatively scarce resource or at least a resource that could have been put to better use. Though sugar pine is relatively rare, using it for boxes probably gave the company a production and market edge. Almost all of its lumber is durable heartwood; soft and easy to work and with excellent nail-holding properties. Sugar pine was also valued because, though it was resinous, it was free of pitch... and Standard Lumber Company sugar pine was especially val-

ued "being virgin high-altitude growth..." an environmental condition that reportedly produced wood with structural strength superior to that grown in lower altitudes (PLC 1960). Other of Standard Lumber Company's box shook customers in 1914 included H. G. Prince's Company, Guggenlime & Company and Ockenden Bryxbee Tray Company (S. A. SLC n.d.²).

Reporting on the activity at Standard City, in June 1911, the *Union Democrat* noted that Steinmetz had met with a representative of the A. H. Andrews Company of Chicago regarding construction of 15 dry kilns (UD 6-10-11). By September, it was reported that:

one of the largest storage sheds in the west is nearing completion. All that remains to be done is to place the composition roofing. The shed is 320' x 80' in size and will hold three and one-half million feet of lumber. The other kiln is 18' x 130' in dimension.... The walls and floors are of concrete and the ceiling will be of heavy asbestos. They will contain 6,000 feet of piping, the work on these has advanced so far that it is predicted that they will be in service within a few weeks. The green lumber will be run into the kilns on channel trucks, and when dry will be conveyed to the big shed on the cars which will run near the kilns.

It was further reported that 32,000,000 board feet of lumber were piled "in the mammoth yard" at Standard City and that the piles were added to by three train loads daily coming to Standard from the mountain sawmills. The plant was complimented on having "the finest lighting system in the county" with electricity generated by steam power, also used to run the various machines at the plant. Fire protection was also mentioned, noting that the "property is admirably protected" with a water supply from a deep well which is tanked at a good height for achieving adequate pressure. The log pond was reported as partially completed (UD 9-23-11).

³⁶ The *American Lumberman* was a consolidation of the *Northwest Lumberman*, established in 1873, and *The Timberman*, established in 1886. Their consolidation occurred January 1, 1899. The trade journal was published in Chicago as a weekly.

³⁷ In March 1911, it was reported that the SLC was also filling an order of 10,000 grape crates for the Lodi Growers (UD 3-18-11).

FROM WOODS MILLTOWNS TO STANDARD CITY

Calks, talcum powder, trout files, tobacco, liniment and candy...

And beef, dried cod fish, mackerel, pork, bacon, tomatoes, potatoes, corn, cabbage, cheese and prunes....

Provisions at the Empire and Cold Springs stores and boarding houses

Examining the 1911 and 1912 inventory and accounting books for the company stores and saloons at Empire and Cold Springs reflects the kinds and variety of items available to the woods workers during this period of transition from a system of woods mills to a town mill. It appears that most transactions were accomplished with coupon books and that, in addition to the store and saloon, both of these locations also had boarding houses. A typical page relating to the goods at the Empire Store and apparently from 1911 shows the following inventory:

1 pr W. S. shoes	\$3.50
1 pr cutter shoes	7.00
1 hat	1.50
4 pr gloves @ 1.75	7.00
1 pr bib overalls	1.15
1 pr Walkover shoes	5.00
1 cot	2.50
1 mattress	4.75
2 blankets	4.00
1 quilt	2.00
1 large mattress	5.00
3 doz. woolen socks	9.00
3 doz. cotton socks, 2 for \$.25	4.50
1 doz. towels, 2 for \$.25	1.50
400 Owl cigars	20.00
4 pkgs o drive calks	4.00
1,000 #2 o drive calks	10.00
500 #5 screw calks @ \$.02	10.00

Cash, goods, and coupon transfers between Cold Springs and Empire occurred regularly. An inventory page from the Cold Springs company store lists:

3 mirrors @ \$.35	\$1.05
10 bottles ink @ \$.10	1.00
12 1/2 pkts drive calks #2	12.50
60 drive calks, small	.60
40 screw calks @ \$.02	.80
1 pkg Hungarian nails	.15
Talcum powder, 2 large @ \$.25	.50
2 small @ \$.15	.30

1 doz. trout flies	1.00
1 hand lamp	.45
5 tooth powder @ \$.25	1.25
1 dozen shaving brushes @ \$.75	9.00
4 tooth brushes @ \$.25	1.00
2 combs @ \$.50	1.00
6 pencils @ \$.05	.30
7 carpenter's pencils @ \$.10	.70
9 writing tablets @ \$.15	1.35
woolen gloves 2 pr @ \$.75	1.50
chewing gum 9 @ \$.05	.45
lemonade sugar 6 @ \$.25	1.50
Oysters 2	.25
1 pr. insoles	.25
Carson gloves, 5 pr. @ \$1.50	7.50
Towels, 10 @ \$.25	2.50
Jumpers, 3 @ \$1.15	3.45
Hercules braces, 11 @ \$.50	5.50
Light suspenders, 16 @ \$.50	8.00
Derby ribbed underwear, 4 @ \$.50	2.00
Gauntlet gloves, 9 pr. @ \$1.75	15.75

Other items stocked at the Empire and Cold Springs company stores included ink, postage stamps, pen holders, envelopes, talcum powder, brooms, fishing line, 2'-rules, Army shoes, whiskey, Kentucky Club whiskey, pillows, slippers, adz handles, hand axes, buckets, flannel and linen shirts, undershirts, handkerchiefs, Egyptian cotton underwear, straw hats, Vicuna shirts and drawers, spool tender mitts, Ingersoll watches, looking glasses, plug tobacco, President and Robert Burns cigars, lamp chimneys, lubricating oil, Hercules suspenders, #38 special cartridges, shotgun shells, whet stones, liniment, Fels naphtha [soap], laundry soap, wash tubs, Borax soap, bug guns, matches, briar pipes, wheat straw [cigarette rolling] papers, Union Leader, Pedro, Star, Dixie Queen, Horseshoe, Prince Albert, Velvet, Five Brothers, Grainger Twist, Tuxedo and Durham tobaccos, Copenhagen snuff, Tickle Tooth, candles, leather shoe laces, bandannas, tar soap, Lava soap, peroxide, thread, cans of salmon, tomatoes and corn, eggs, spuds, prunes, oranges, Pioneer milk, sugar, Ceylon tea, green tea, flour, canned deviled ham and corned beef, crackers, fruit and Dentine gums, cans of Knechtel pineapple, boxes of strawberries, caramels, peanut candy, boxes of chocolate, burnt almonds, Hershey's chocolate, molasses kisses, chocolate chips, and other candy. Because of entries such as "for H. W. Hill 1 pkg. playing cards and 1 razor strap," it is evident that employees could make special orders. It is also evident that the classes of items for which the most variety was provided were tobacco and sweets. Though an observation made in a later day, it was said that woods and sawmill workers tended to chew tobacco instead of

[illegible]

This page from an inventory ledger was for the Empire store in 1912. Note the variety of tobacco products as well as specialty clothing items, such as Hercules and Crown suspenders, spool tender's mitts, gauntlet- and short-style gloves. (See appendix page 214 for more.)

Fibreboard Corporation

smoking cigarettes because "they didn't want to burn up their jobs." Smoking was allowed around the steam donkey sets since the sets were cleared of vegetation and other flammable material before beginning operations (USDA/FS interview Dambacher and Marshalls 1982).

The blacksmith shop inventory at Cold Springs for October 17, 1911 listed the following supplies:

Coal	5 sacks
Octagon steel, 2 1/2"	16'
Octagon steel, 1 1/2"	20'
Octagon steel, 1 1/4"	20'
Dog steel ³⁸ , 1 1/4" x 1/1/2"	12'
Soft steel, 1 1/2" diameter	1 bar
Soft steel, 1" x 3" diameter	10'
Norway iron, 1" diameter	3 bars
Norway iron, 7/8" diameter	3 bars
Norway iron, 1 1/4" diameter	1 bar
Norway iron, 1 1/2" square	1 bar & 6'
Iron, 3/8" diameter	1 bundle
Iron, 5/8" diameter	1 bundle
Iron, 1/2" diameter	1 bundle
Iron, 1/4" diameter	1 bundle
Iron, 4" x 3/4"	1 bar
Iron, 1" x 1/2"	2 bars
Coal oil	30 gallons
Saw oil	55 gallons
Capitol cylinder oil	20 gallons
Red oil	20 gallons
Hay	9 bales
Barley	50 sacks

The boarding house sales at Cold Springs provide insight into the diet of the woods workers at the Standard Lumber Company's woods mills and the kinds of products carried through the boarding houses during this era. Foods listed were beef, mackerel, dried cod fish, pork, bacon, corn, tomatoes, potatoes, sugar, butter, bread, crackers, prunes, peaches, coffee, tea, milk, onions, cabbage, cheese, rice, yeast, cream, salt, black pepper, syrup, lard, cake, beans, dried apricots, apples, canned plums, vinegar, pick-

The object of logging railroad location is not to provide a route through or to connect two definite points, but to serve a given area with a network of rails. Any part of a tract of timber that is not within 'yarding distance' of a railroad is in the same position as a piece of land above a ditch on an irrigation project.
Civil Engineer's Conference proceedings, 1928

les, baking powder, flour, oatmeal, corn starch, corn meal, rolls, doughnuts, graham flour, cookies, and pie (S. A. SLC 1911-1912:4-5, 39-40, 42, 199-212).

An ample dividend was paid to Sugar Pine Railway stockholders in April 1911.³⁹ For the Standard Lumber Company, the season was deemed a productive one with the combined output of the three mills at about 35,000,000 board feet of lumber (UD 10-14-11). And as the buzz of the SLC's woods mills was stilled with the close of the woods season in mid-October, plans were being prepared for closing those mills in favor of a modern mill at Standard. Whether or not attributable to aging equipment and laborious loading and reloading of logs, serious mishaps began to pile up. Late in June 1911, one worker at the South Fork Mill lumber camp had been killed when struck down by a falling limb. One week later, another fatal accident occurred when a worker loading a traction truck was crushed while securing a binding chain. A near fatal accident a few days later happened when an 18-year-old, unloading trucks at the tramway, slipped and fell 15 feet, paralyzing him from the shoulders, down (UD 6-24-11).

The form of the logging railroad that had been serving the Standard Lumber Company's woods sawmills was fundamentally a point-to-point system, linking mills rather than accessing timber stands. This system, with its trams and, in the case of the South Fork Mill, short stretches of isolated, unconnected rails, necessitated repeated handling of the logs before they were on their way over the Sugar Pine's rails to the finishing mills or lumberyards. The character

³⁸ Possibly a high tension steel used for chain dogs; a device to link the ends of logs together, usually when yarding them in a chute.

³⁹ An April 24, 1911 letter to Miss R. I. Barlow, Secretary of the Sugar Pine Railway from S. D. Woods of the Sierra Railway Company directed her to type up the forms for the resolution for dividends. Because he was late in responding to her letter of inquiry, he closed with: "I hope all this is in time and that you have not been discommoded...." A handwritten page attached to his letter noted:

June 1, 1909 the stock was 360,000, rate 11.94%, dividend 43,000

June 1, 1910 the stock was 1,000,000, rate 3.60%, dividend 36,000

June 1, 1911 the stock was 1,000,000, rate 11.00%, dividend 110,000.

Thus, the dividend per share was \$11.94, \$3.60 and \$11.00, respectively.

of this kind of system—prior to the eventual closure of the woods sawmills in favor of the sawmill at Standard—contrasts with railroad logging engineers who designed subsequent systems. Consider the words spoken at a civil engineering conference about 15 years into the future:

The object of logging railroad location is not to provide a route through or to connect two definite points, but to serve a given area with a network of rails. Any part of a tract of timber that is not within 'yarding distance' of a railroad is in the same position as a piece of land above a ditch on an irrigation project. This 'yarding distance' is the distance where it is economical to bring logs from the stump

to the 'landing' where they are loaded on cars. It varies from 600 to 3000 feet with different types of logging equipment in use. Thus the spacing of the railroads will vary from 1/4 to 1 mile.... Grades as high as 4% and curves as sharp as 24 degrees are used on these main lines, and the construction cost runs as high as \$50,000 per mile. Branches and spurs serve the logging, and from these the loaded cars are switched by lighter locomotives. Geared locomotives permit the use of curvature as sharp as 40 degrees and grades of 6% on these spurs. Where timber is out of reach, inclines are used [Ryan 1928:472].

OF COOPERATION AND SPARRING WITH THE FOREST SERVICE...

The question is simply, are we to charge all the traffic will bear, or are we to set a price [above a fixed minimum] that will allow a fair margin of profit to the operator? If the latter, what percentage of the difference between cost and value should the government claim as stumpage?

District Forester, Coert DuBois, 1911

As part of the national reform impulse to bring new corporate business structures under control, the young Forest Service struggled to steer a course guided by progressive principles while mindful of industrial realities. Its growing pains in forging water and hydroelectric policy and in formulating timber sale policy within a framework of public benefit, wise resource use, and its estimation of legitimate enterprise shaped the broad outlines of the agency's character for years to come. One of the Forest Service's forays into hammering out a timber sale policy within this framework was in setting rates charged to buyers of government timber—rates that would give the public a fair return and that would allow the buyer a reasonable profit.

But in a business world unaccustomed to much regulation, even the prospect of increased stumpage rates precipitated a howl of protest from the timber industry and prompted the Forest Service to defend its position. In a

latter 1909 example, Assistant U.S. Forester William T. Cox wrote an article that appeared in *Pacific Coast Wood and Iron*, a publication generally favorable to the Forest Service. In the language of progressivism, Cox laid the cornerstones of the embattled Forest Service timber policy arguing that the guiding principles were that timber sales should be aligned with public welfare and with the welfare of the forest itself. Acknowledging that the path to meet these principles was not always clear and that compromise was a frequent ingredient, he affirmed that the public trust required the Forest Service to demand a fair market value for the stumpage. The service, moreover, did not intend to compete with private owners of timber and required far greater utilization of the timber than customary on private lands. For example, stumps once allowed to be from three to 4 feet high were now required to be cut to a height of from six inches to a foot above the ground. By practicing forestry on public timber lands, Cox

reasoned that other local industries such as mining and ranching were encouraged or maintained and thus, "also encourages home building, the formulation of the permanent development of any region."⁴⁰

Cox said that no timber is sold in the national forests if its value as a standing resource exceeds its value as lumber. But, the service aimed to sell timber stands where their growth was very slow in order to replace it with "dense stands of young, thrifty trees.... Wherever possible, efforts are made to dispose of the less desirable kinds, so as to increase the proportion of valuable trees in the forest." In arriving at stumpage prices, he explained that they are determined by on-the-ground examination: "The quality of the timber, its accessibility, the cost of logging and the market are all considered. What the service aims at is to get a fair price for the timber allowing a reasonable profit for the purchaser." He further stated that Forest Service policy was "not to make sales to persons who own and are holding for speculation large bodies of timber adjacent to national forests, unless the removal of the Government timber will be of distinct benefit to the forest and the community." Cox insisted that since "many of the old purchasers continue to buy Government timber," it demonstrated "that the lumbermen do not find it impossible to comply with the regulations, and do business with the Forest Service."

Overlaying the stumpage and forest practices issues was another hot debate, vitally affecting the lumber industry but deliberated primarily within the Forest Service. Similar to the reshaping that was beginning to take place in the agency's thinking on water and hydroelectric policy, the Forest Service's stance against the "monied monopolies" and against practices leading to "timber famine," combined with its traditions steeped in Jeffersonian principles caused fractious strains in new, industrial contexts. Not only was pressure being applied on the agency to become self-sufficient through its timber and grazing receipts, but it was also being forced to acknowledge that providing lumber resources on a scope beyond local markets and tapping remote areas ripe with timber was at loggerheads with its policies that favored small sales to small operators over short-term harvest agreements. Moreover, these policies tended to promote high-grading and harsh logging practices on lands owned by large lumber companies. Improved transportation of products, including the effects on the west coast lumber industry of opening the Panama Canal, simply had to be reckoned with. While tipping its hat to main-

taining policies that would encourage small lumber operators, the Forest Service took steps toward longer term and larger volume timber sales. In 1911, Chief Forester Henry S. Graves recommended to the secretary of agriculture that sales of up to 500,000,000 board feet and sale periods of up to 10 years be allowed for government timber sales (Conners 1989:*passim* and Clary 1986:36-37).

District 5 was at center stage for the 1911 and 1912 debate. Industrial heartburn and furor escalated over the stumpage prices charged to timber operators by the Forest Service... and this was an issue crucial to the SLC's future. In his letter to the head of the Forest Service, Henry S. Graves, District Forester DuBois reported on his recent conference in Fresno precipitated by the complaint that the Forest Service's "present initial stumpage prices have no sound basis." Having invited three large, Southern Sierra timber concerns—Madera Sugar Pine, Fresno Flume & Lumber, and Hume-Bennett Lumber companies—DuBois commented:

The question that all the lumbermen are asking us is, 'Just what is our basis for arriving at initial stumpage prices?' I must confess that I am far from sure what it is and I must have a conclusive answer ready at the Lumbermen's Meeting on January 26.... An analysis of our present method of appraising stumpage shows that we determine as nearly as possible the cost of production as outlined... without, however, giving due weight to the factor of increased cost caused by regulated cutting, and then measure it against a very hazy figure - our general conception of lumber values in the vicinity. Neither the cost or the value are gone into deep enough.

Noting that "there is too much undignified dickering" under the present method, DuBois further complained:

I cannot understand the business principle which makes us force the operator to market fir and cedar at a loss. If we adopt an equitable ration between the Government's share and the operator's

⁴⁰ "Home building" was a root goal of many programs and policies identified with the Progressives. President Theodore Roosevelt and his good friend Gifford Pinchot, the Forest Service's first chief forester, frequently underpinned their policies with the virtues of home building (e.g., see Pinchot 1987 [1947]).

share of the difference [between the production costs and the value], we must hold it for each species and not make the pine carry the fir or set prices which work against the silvical good of the forest - which after all is the Government's first interest.... The question is simply, are we to charge all the traffic will bear, or are we to set a price [above a fixed minimum] that will allow a fair margin of profit to the operator? If the latter, what percentage of the difference between cost and value should the government claim as stumpage? [USDA/FS DuBois 1911].

Chief Forester, Henry Solon Graves, responded by his January 8, 1912 letter to DuBois. Though he heartily agreed with DuBois' attention to the problem and said that "...our aim in working out stumpage prices should be to develop definite principles which we shall apply uniformly and which we will stand upon before the lumbermen and the general public," he disagreed with DuBois' proposal. Graves countered:

If we adopt the principle of taking 40 percent (or any other set percentage) of the difference between cost of production and selling price for the stumpage, and allowing the balance as operator's profit, we will give the operator a portion of all future increases in timber values due to diminishing supply, better transportation facilities, or any other causes.... All increases in timber values... properly belong to the owner [in this case, the public], not to the operator, with the exception of the portion of such increases which simply offset increases in cost of production. This is the owner's reward for investing in the timber, paying carrying charges upon it, and incurring the fire risk. In all business where an added value in the form of 'unearned increment' accrues, it goes to the owner; where land increases in value, the increase belongs to the owner; not to the tenant or lessee. In short, purchasers of National Forest stumpage must now, and in the future, be satisfied to handle the timber on the basis of a fair operating profit. Our contracts should be drawn

so as to allow a liberal profit on this basis. The sale policy should, within broad lines, eliminate speculative profits, or sharing in the unearned increment.

Graves used DuBois' method in setting some rates under various circumstances and was dissatisfied with the result:

Your plan thus appears to result in a different operating profit in practically every sale. It certainly would not accomplish a uniform, consistent basis which would put all purchasers on the same footing. To do this, I feel that we must adopt, for the purpose of our stumpage appraisals, a uniform operating profit by which the difference between cost of production and selling price is divided between the purchaser and the Government.... To make this plan specific, I suggest that an operating profit of 25 percent on the amount invested in each thousand feet of timber, from stump to cars, including stumpage price, be allowed in all sales involving approximately average conditions as to risk.

Graves then offered an alternative formula that accounted for costs in investment, sinking fund or depreciation; interest on investment; operating costs from stump to f.o.b. (free on board); maintenance of plant and equipment unless included in operating costs; office charges such as taxes and insurance; the additional cost of logging under Forest Service regulations; and the wrecking value of the investment at the end of the operation. Though he agreed that "a consistent basis of determining stumpage values must be applied uniformly," he did not think that stumpage appraisals should be reduced because of slumps in lumber prices. Instead, he argued that the formula should be applied to...

mill run lumber prices which represent normal markets, and hold our stumpage at the resulting figure.... It is possible that in some localities the economic conditions might permit of a choice between large and small operations in the sale of timber. In such an event, I do not feel that we should adapt our stumpage rates either to the small operator or the large

operator merely because either one happened to be the first on the ground or was the only applicant in prospect for the time being.... Apart from considerations of local policy, the determination of whether the timber should be sold on the basis of several small operations or one large operation should depend upon which course would be the most advantageous to the Government.

With regard to low market value species, Graves said:

I feel that no matter what method we use, whenever the stumpage rate would be an excessively low figure as compared with the rates for the same species in other regions where it has a better market, we must then establish an arbitrary minimum price for the species. In the case of the less valuable species in your District I think that we should not consider a price of less than \$1 per thousand board feet.... Furthermore, I regard these so-called inferior species as having an intrinsic value to the public greater than that which current lumber prices justify. Certainly we can anticipate much higher future values for them as new uses, such as cedar for pencil wood and fir for pulp, develop and present market prejudices change. It would be better business policy certainly to hold these species now rather than sell them at such rates as those recommended in the Eastern Redwood Company's sale.... This policy agrees substantially with your recommendations that a minimum price be set for all species, to be readjusted every five years, below which no timber in the District will be sold and by which the salability of timber under current market and operating conditions will be determined.

After DuBois collected data on the average mill run prices of lumber of all species in various market units, he

was able to come out with regional policy through his letter of July 30, 1912 by referencing and attaching copies of his and Graves' correspondence on the matter. His letter to his Forest Supervisors opened with: "As you all know, the question of stumpage rates has been a live subject of discussion during the past winter. As a result of this discussion between this office, the forester's office, and the other Districts, a satisfactory method has been worked out of determining stumpage rates mathematically upon the basis of accurate data concerning operating costs and average selling prices."

An August 3, 1911 schedule of stumpage rates for fiscal year 1912 was sent to the Forest Supervisors in District 5 from DuBois. Stanislaus rates were grouped with those of the Sequoia and Sierra; Inyo and Mono were grouped; Plumas, Eldorado, Klamath, and Monterey were all separate; Tahoe and Shasta were grouped; Lassen, Modoc, Trinity, and California (Mendocino) were grouped and Santa Barbara (Los Padres), Angeles, and Cleveland were grouped. Stanislaus rates, along with the Plumas and those in its grouping, were the highest in the Region. The greatest difference in rates within a species was \$1; the minimum price per thousand board feet of any species was \$1 within the entire Region. For the Stanislaus, the rate for sugar pine was set at \$4, \$3 for yellow pine, \$2 for Douglas fir and \$1.50 for white fir, red fir and incense cedar.⁴¹

With an acceptable national standard yet to come from the Washington Office, the various District offices continued to struggle with the question of equitable appraisals for timber sales. District 5 was reportedly the first to publish a formal handbook on stumpage appraisal in 1913. Authored by Swift Barry, it differentiated between formulas used for large sales involving sizable investments and small sales where mills tended to have "inefficient labor and methods" (in Clary 1986:63-64).

Prefacing this spirited exchange between DuBois and Graves, since latter 1908 the Forest Service had been seeking to "secure an authentic record of the wholesale prices of lumber." Met with a landslide of suspicion and criticism from the industry, debate about this undertaking was reflected in lumber industry journals. Again, the pages of *Pacific Coast Wood and Iron* provided a forum: the primary accusations of the industry were that the record of prices compiled by the Forest Service was inaccurate and non-representative and, moreover, that publication of selling prices was "detrimental to the industry." Forest Service officials countered that inaccuracies could only be

⁴¹ For an example, contrast these stumpage rates with those set for the Klamath: \$3; \$2; \$1; \$1; \$1.25, respectively, and \$2.50 for redwood.

resolved with the cooperation of the lumber men and, secondly, that "all of the great industries which produce and handle raw materials, with the exception of the lumber industry, have detailed statistics upon production, consumption, and prices.... The lumber industry, ranking fourth among the industries of the country, has not even had annual statistics of production until the last three years." The author pointed to the importance of such a statistical record for such reasons as formulating lumber tariff policy and in adjudicating the numerous freight rate cases before the Interstate Commerce and the State Railroad commissions. Pulling public opinion into its corner, the Forest Service author closed with a somewhat prescient observation of the reform-minded time in which he wrote:

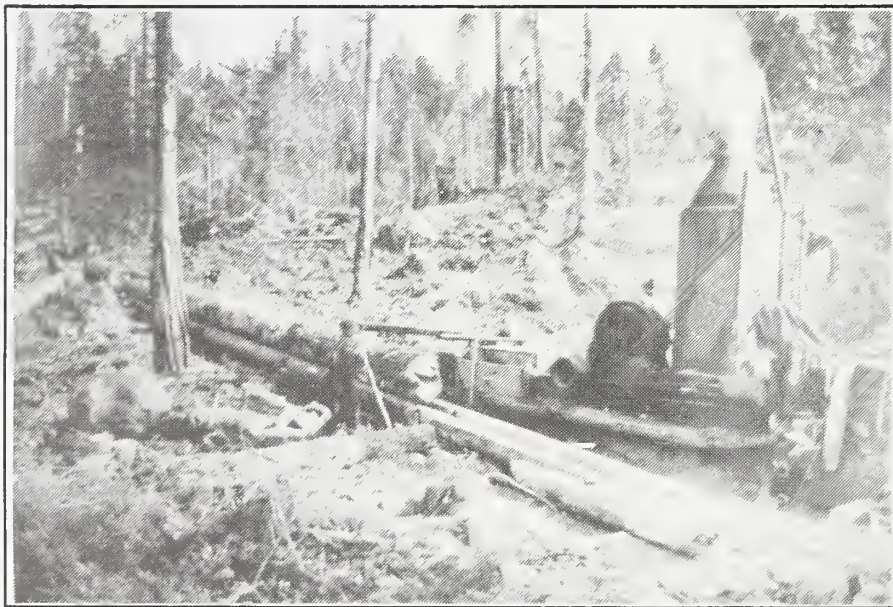
Public sentiment in regard to publicity in large business affairs is becoming very strong in the United States. This sentiment applies particularly to those industries which are founded upon the great natural resources. In the future, there is likely to be important legislation, both National and State, regulating the exploitation of these resources. Such legislation must be based upon complete and authentic statistics, if it is to be just and permanent; otherwise it will work

"The tract will not become more accessible than at the present time as the Standard Lumber Co. is logging in the immediate vicinity and when their operations are closed at Empire Mill this area will become one of a few isolated 'forties' throughout the logged over land owned by the Standard Lumber Co."

U.S. Forest Service Tract Report, 1911

great harm, and the greatest sufferers of all are likely to be those who control the industries founded upon these resources [PCW 2-1-09:27].

During this period, the Standard Lumber Company was logging its timber within reach of the Empire Mill, and it sought government timber in the vicinity. A result was the Timber Sale Agreement (TSA) designated June 29, 1911 between the Forest Service and SLC for timber in the NENW quarter of Section 13, Township 3 North, Range 17 East. The sale volume was an estimated 159,110 board feet of sugar pine, 97,685 board feet of yellow pine, 84,700 board feet of white fir and 29,680 board feet of incense cedar. Stumpage rates were the minimum \$3 per thousand board feet for sugar pine, \$2.50 per thousand for yellow



Two types of chutes are shown in this photograph: in the foreground is a chute made of three logs, and behind the steam donkey is a ground chute created as the heavy logs are dragged from the stump to the yarder.

Tuolumne County Museum; D.H. Steinmetz Collection.

Supervisor's copy.

ST.
Stanislaus Sales, Standard
Lumber Company - 6/29/11.

1. This tract is the NE 1/4 of the NW 1/4 of Section 13, T. 3 N., R. 17 E., M. D. M. (surveyed land), and lies about one mile south east of the Empire Mill. It is included in the Empire Mill logging unit, being one of a few isolated Government "forties" that are surrounded by Standard Lumber Co. land that is logged from Empire.
2. There are no claims, patents, buildings, rights of way, etc., on this tract.
3. There are no old cuttings on this area.
4. The area lies on Dodge River with a general slope of both east and west. About 65% of the area is lava bluffs and ridge with no tree growth on it. The western 35% of the "forty" has tree growth and is the area that will be described. (See map for location of lava area). The area is smooth, rolling, and easy to log. It has two shallow dry gulches running through it in a north-westerly direction. The area has a NW, SW and nearly West exposure and a slope that varies from 15% to 40%.
5. Soil is a deep, moist, sandy loam and is not liable to erode.

-1-

This is the first page of a Forest Service timber sale document from 1911. The balance of the sale document is in the appendix, page 221.

USDA, Forest Service, Stanislaus National Forest



pine and \$.75 per thousand for all other species. The tract report noted that the timber sale was on Dodge Ridge, about one mile southeast of the Empire Mill, in one of the few isolated government 40s surrounded by SLC land and logged from Empire. There were no old cuttings in this area, and...

Sugar pine predominates with yellow pine and white fir next. About 70% of the timber is mature and the major part is fire scarred at the butts. Very little diseased timber on the tract and a very small amount of dead timber. The sugar pine and yellow pine are the most desirable species but a large amount of these

This three-log pole chute was photographed in September 1913 on a government timber sale to the Standard Lumber Company. It was noted by the Forest Service photographer that the cost for the chute was \$1,500 per mile. The photograph of the chute junction, or "frog," was taken three years earlier on another government timber sale to the SLC—it was taken to illustrate the condition of the chutes and surrounding woods after logging. Chutes were greased, and they were designed to reduce friction and hang-ups when yarding logs over the ground. They also reduced the soil displacement and damage to residual trees. USDA, Forest Service, Pacific Southwest Region; Smith Riley and E. H. Coulson, photographers.



species is mature and over-mature and some badly fire scarred.... The [SLC] has a chute running through the NW 1/4 of the NW 1/4 of Section 13 which brings logs to the company's railroad where they are hauled about 1/4 mile to the Empire sawmill. The logs are sawed into lumber at Empire Mill and the lumber hauled by railroad to Sonora, distance 23 miles.

The report goes on to estimate the cost of logging and to document the prices for lumber in Sonora. Forest Assistant, J. V. Wulff—a person who would subsequently become Forest Supervisor for the Stanislaus National Forest and still later, figure into the SLC's administration—hinted that the Empire Mill's lease on life was fast running out: "The tract will not become more accessible than at the present time as the Standard Lumber Co. is logging in the immediate vicinity and when their operations are closed at Empire Mill this area will become one of a few isolated 'forties' throughout the logged over land owned by the Standard Lumber Co." (USDA/FS 1911 TSA and Tract Report).

Again underscoring the dimming light of the Empire Mill, later in 1911, the Forest Service agreed to sell government timber to the SLC on about 40 acres in the NESW quarter of Section 7 in Township 3 North, Range 18 East. The sale volume was estimated at 168,775 board feet in sugar pine, 35,367 board feet in yellow pine and 224,728 board feet in white fir; stumpage prices were the same as those offered in the June 29 sale. The tract description noted that the parcel was located two miles east of the Empire Mill, on Dodge Ridge, adjacent to SLC land logged from Empire. Forty percent of the area was lava bluffs with practically no trees; the rest was on a five to 20 percent slope. Sugar pine and white fir predominated the stand, but reproduction-wise, white fir predominated. Most of the trees were characterized as mature with a few over-mature. No current insect damage was observed. The SLC had a chute running up to the forty by which the company would load the logs on its railroad for a 1/2 mile journey to the mill. As above, the writer, Forest Assistant J. V. Wulff, argued that the tract would become an isolated forty-acre parcel among logged over SLC land if the sale were not approved. Wulff noted that the SLC "will finish logging operations at Empire Mill at the end of 1912, and this tract will become inaccessible for logging, as it would not pay any one but the company to log it" (USDA/FS 1911 TSA and Tract Report).

The follow-up Report of Timber Cut was from July 7 to July 13, 1912 and showed totals to that date of:

"...logging operations in this [Deer Creek] vicinity will probably cease after this year, and there will be so little timber left that it will not pay anyone to operate in this locality again for over 50 years."
U. S. Forest Service Timber Sale Report, 1912

Yellow pine	89pcs.	50,400 bf @ \$2.50 =	\$ 126.00
Sugar pine	416	342,560 bf @ 3.00 =	1,027.68
White fir	819	380,970 bf @ .75 =	285.72
Incense cedar	69	17,800bf @ .75 =	13.35

During 1912, the Standard Lumber Company was also logging in the Deer Creek area, north of the divide separating the North Fork Tuolumne and Stanislaus watersheds. The company applied to the Forest Service for sale of government timber in that area, resulting in a TSA designated May 17, 1912. This sale encompassed about 200 acres in the south half of the SW quarter of Section 14, the east half of the SE quarter of Section 22, and the SWSW quarter of Section 23, all in Township 3 North, Range 16 East. A note in the file said that "no timber shall be marked for cutting in Secs. 22 or 23, except that which is tributary to the Company's railroad in Deer Creek or chutes leading to that railroad." The volume was estimated at 1,110,000 board feet of yellow pine; 20,000 board feet of sugar pine; 20,000 board feet of white fir; and 214,200 board feet of incense cedar.

The tract report for the sale covered 160 acres, and it was observed that the area in Sections 22 and 23 was bounded by patented land which had been cut over or would be cut this year by the SLC. "The 3 forties applied for in Secs. 22 and 23 was the homestead of Augusta L. Rosasco... relinquished 10/9/11. The SWSW of Sec. 14 is part of the homestead of Frank Donaldson.... The 7 year period expired April 26, 1912.... There are no buildings or rights of way on these tracts. Only a few trees have been cut on the SWSW Sec. 23. These trees were cut to construct a cabin. The cabin has since burned down." The stand was reported as 65 to 80 percent yellow pine with 10 to 30 percent incense cedar and a few sugar pine and white fir on the north slopes. Describing the laborious route of moving the logs from stump to mill and then from mill to rail, report writer Forest Assistant L. T. Larsen observed:

A few trees are slightly fire scarred, but no particular damage has resulted from this source. The large cedars are infected with dry rot. This timber is 1/2 to 2 miles due north of the South Fork Mill but it is

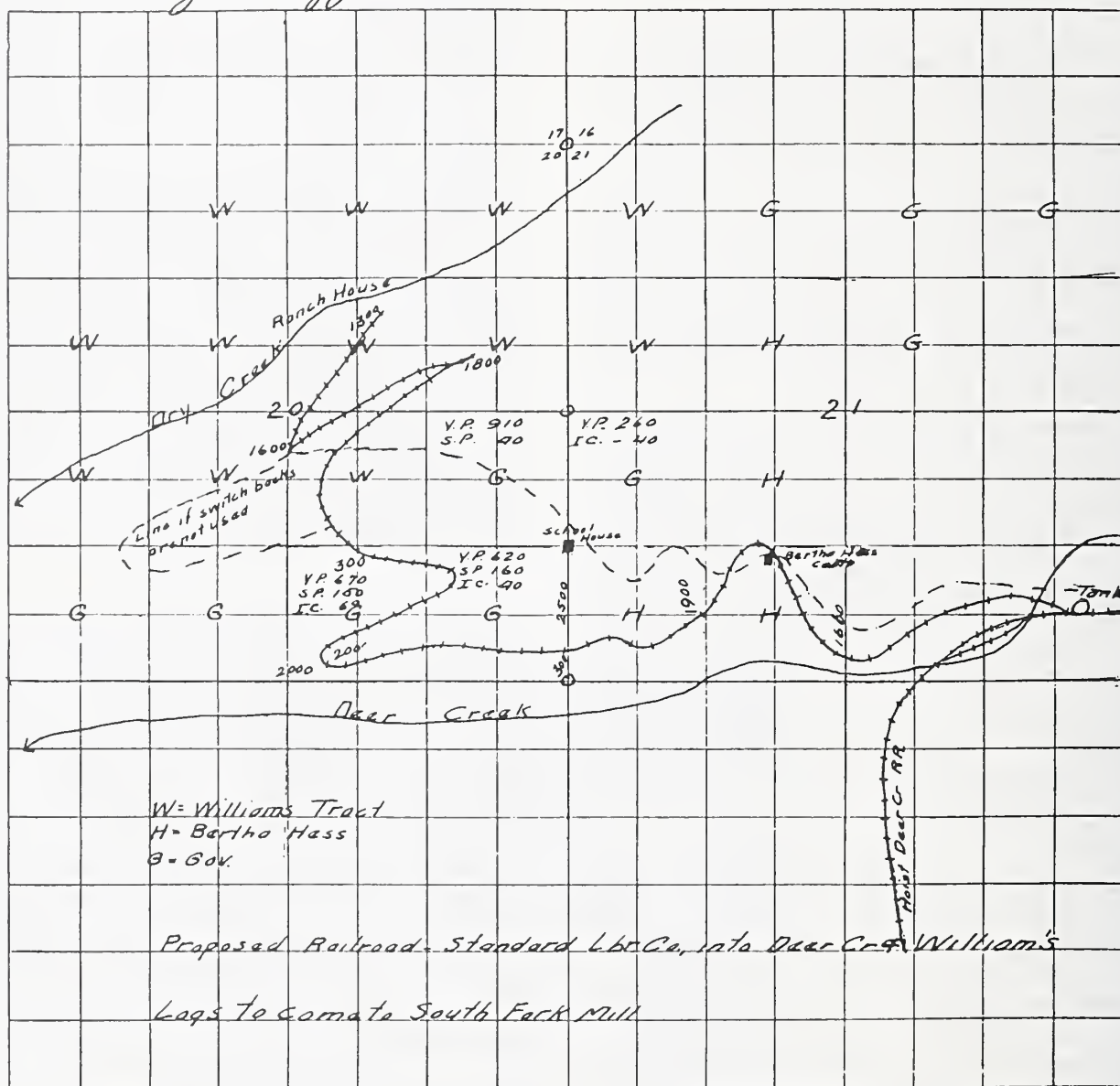
Form 575

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE

Standard Proposed Sale
5-10-16.

MAP SHEET

No. _____ *Stanislaus* National Forest.
Division _____ District *3* Block _____
T. *3.N.*, R. *16.E.*, M. *D.* M., Section *20.1.21.*, Quarter _____
Mapped by *J. W. Kneiff* Scale: _____ inches = 1 mile.



This Forest Service Map Sheet for a proposed timber sale to the Standard Lumber Company, dated May 10, 1916, shows the planned line of the railroad between Dry and Deer creeks. It also shows the location of the Deer Creek hoist. USDA, Forest Service, Stanislaus National Forest

5 miles the way the logs are taken out. The logs are yarded to the chute and then the donkey engine pulls them to the landing where they are loaded on cars and taken by rail 2 1/2 miles down Deer Creek to the tramway. At this point the cars are pulled up to the road, a distance of 2,000 feet.⁴² The logs are then put on other trucks and hauled by a traction engine to the mill, a distance of 2 1/4 miles. The lumber is put on trucks and hauled up another tramway 3/4 mile to the Sugar Pine railroad, and reloaded on broad gage [sic] flat cars and hauled to Sonora (20 miles) or Standard City (14 miles) where it is stored in the yards.

Apparently applying his new sale appraisal guidance, the Forest Service official calculated the various logging expenses per thousand board feet. The cost of chute construction for this sale was estimated at \$.75 per thousand; \$.75 for felling and bucking; \$2.75 for yarding and hauling to the South Fork Mill; \$.20 for brush piling and burning; \$.70 for interest and repair on logging equipment; \$1.50 for milling; \$1.50 for transportation from the South Fork Mill to Sonora; \$1.50 for interest and investment on mill, cars, locomotive, etc.; and \$.25 for taxes and insurance on equipment. The operational cost, then, totaled \$8.65 per thousand board feet. Seeing closure of the South Fork Mill in the near future due to its having logged out the available timber within its reach, Larsen commented that "logging operations in this vicinity will probably cease after this year, and there will be so little timber left that it will not pay anyone to operate in this locality again for over 50 years." Hinting that perhaps the sale should be marked using higher minimum diameter limits than usual, Larsen observed that only about three yellow pine seed trees per acre would be left if adhering strictly to the diameter limit

of 24" for yellow pine and sugar pine and 20" for incense cedar and white fir. He further noted that the "scaling should be done at Camp 1, where the logs are reloaded on trucks and hauled to the mill.... Very few cattle graze in this vicinity and the feed is very poor anyway so it will not be necessary to exclude cattle from this tract after the cutting.... No camps will be established on Government land. Several chutes will be necessary but these will be removed when the logging is completed" (USDA/FS 1912 TSA and Tract Report. See timber sale map in appendix, page 234).

During 1912, the railroad extended two miles beyond the Lyons Dam terminus of the Sugar Pine Railway to Sequoia Camp (UD 5-25-60:12 and Hungry Wolf 1978:120). June 26 of that year, SLC officials incorporated the Standard Timber Company under the laws of California for a period of 50 years, from June 27, 1912. Its principal place of business was San Francisco and its main purpose was to deal in lands, real estate, property, water, water rights, easement and other rights as well as to build and own sawmills (S. A. PLC 1931 Dec. of Trust). Also, in November of that year, the Sugar Pine Railway posted another stockholder dividend, of which T. S. Bullock was the primary beneficiary.⁴³ A December 16, 1912 letter from the Mercantile Trust Company to Sugar Pine Railway officials reminded the SLC that it owned and held \$180,000 face value of the Sugar Pine Railway's bonds and that payments were due to its sinking fund. An attached letter dated December 13, 1912 to the Mercantile Trust Company from the Sugar Pine read:

The waiver of the holders of the bonds of the Sugar Pine Railway Company on June 28th, 1908, which in reference to the provisions of the Trust Deed in connection with the payment into the Sinking Fund, etc., expired on June 28th, 1911, and through an oversight in this office, we did not obtain waiver from the

⁴² The Deer Creek Tramway ran south from Deer Creek to Camp One. This camp was on the ridge in T3NR16E, in the NWSE quarter of Section 28; it is on private land. The tramway has been recorded by the U.S. Forest Service as cultural resource site 05-16-51-52A. What were recorded as spurs off the tramway were undoubtedly chute features.

⁴³ A November 18, 1912 handwritten sheet in the Standard Archive Sugar Pine Railway collection noted: Distribution and Adjustment \$83,000.00 Stock Dividend

<u>Stockholder</u>	<u>Shares</u>	<u>Stockholder</u>	<u>Shares</u>
T.S. Bullock	13,055	Julia R. Smith	55
D.H. Steinmetz	650	S.H. Smith	20
C.P. Munn	140	S.D. Freshman	10
W. Anderson	120	C.N. Hamblin	10
M.E. Spaulding	100	J.C. Rassenfoss	10



Camp Sequoia in 1914. The cookhouse, with its loading platform, is the largest building. Note the sequoia tree surrounded by a square fence, opposite the center steps of the cookhouse platform, between the mainline and the spur track. Herman Nagel photograph, Ted Wurm collection.

*This Forest Service photograph was captioned with:
"Characteristic cabins used in California logging camps. Mounted on skids and portable, Sequoia Logging Camp (Pickering Lumber Co.), Tuolumne County. In use 30 years ago."
USDA, Forest Service
Pacific Southwest Region*



holders of the Bonds at that time. As we wish to have those certain provisions as referred to Sinking Fund, etc. waived for a period of five years after June 28th, 1911, we had the Standard Lumber Company, a California corporation, with its principal place of business at Sonora, California, the holders of 180 bonds of the Sugar Pine Railway Company, the

entire issue, sign the enclosed Waiver, which is a duplicate of the instrument of the June 28th, 1908, with the exception that it reads for five years after June 28th, 1911....

Thus, again, through interlocking ownership, the SLC was able to further stall payments to the Sugar Pine's bondholders.

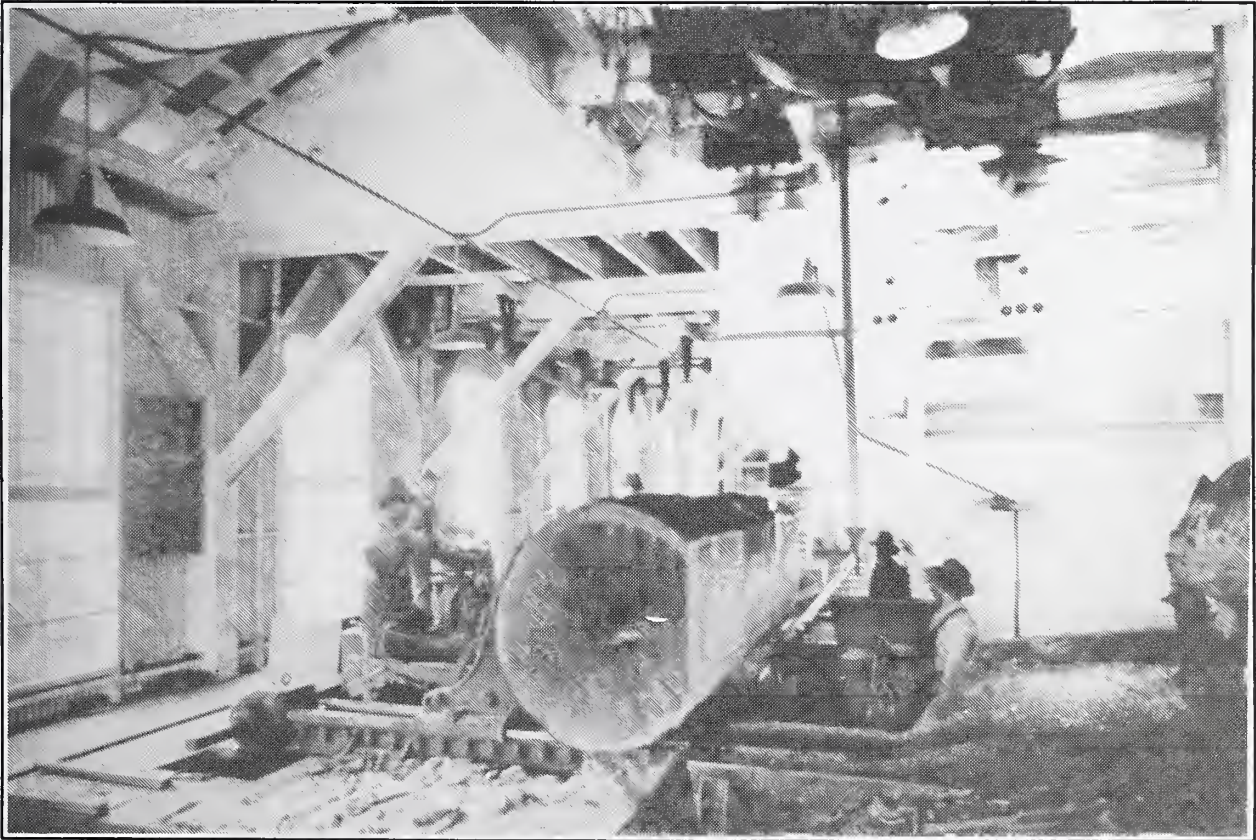
"The Standard Lumber Company was organized by T. S. Bullock... and D. H. Steinmetz... nearly a dozen years ago, with general offices, planing mill and large sash and door factory at Sonora and mills out in the timber. But hereafter the large mill at Standard will take the place of the smaller mills and the logs will be brought into Standard instead of bringing the lumber in by rail."
American Lumberman, 1914

Construction of the Standard sawmill was completed early in the summer of 1913. It was outfitted with a single band saw, a gang saw, and an edger. Running night and day, it could produce 220,000 board feet of lumber in a 24-hour period. The woods mills at Cold Springs, Empire, and Lyons Creek were closed in favor of the new sawmill. The South Fork Mill remained open, and with the output of Standard, milled 32,000,000 board feet for the 1913 season. Logging operations were also going on at Camp Sequoia, near Milepost 20 between 1912 and 1916. With

completion of the Standard sawmill, the conversion from lumber to log-hauling was an important milestone for the SLC; within a short time, trains would arrive down the mountain exclusively with logs.

1913 marked another milestone in the company's history when the SLC's capital stock was increased to \$2,000,000 and R. D. Robbins, a banker in Suisun, California, acquired a quarter interest in the company. Within about a year, he replaced Thomas S. Bullock as president of the company with the ailing Bullock stepping down to vice president—though Bullock remained president of the Sierra Railway Company. One of Robbins' sons, Lloyd M., a San Francisco attorney, became the company's secretary. Robbins had gained his fortune as a result of acquiring large land tracts in Suisun and planting much of it in fruit trees. With that grubstake, he founded the Suisun Bank and furthered his fortunes, rubbing shoulders with the financial kingpins in San Francisco (UD 9-13-19). It was probably through these associations that he learned of the Standard Lumber Company and a chance to diversify and compound his prosperity.

During 1913, the SLC's logging railroad had extended



Interior of the Standard sawmill, the initial slab cut just having been made.

D. H. Steinmetz collection, Walter A. Scott, photographer; courtesy of Tuolumne County Museum

six miles into the woods beyond the terminus of the Sugar Pine Railway at Lyons Dam, and according to an account in the trade journal *American Lumberman*, the company did not expect to have to lay more rail for five years (AL 3-28-14:39). By the opening of the 1914 logging season, the Standard Lumber Company had about 46,000 acres in

timber holdings containing an estimated 1,700,000,000 board feet; the estimated combined output of the South Fork and Standard mills for that year was 50,000,000 board feet of lumber, primarily sugar and yellow pine (AL 1914:39).

THE SUGAR PINE RAILWAY, 1913

But all was not rosey. The California Railroad Commission took exception to the Sugar Pine Railway's valuation assessment. Pursuant to the 1911 Stetson Act, on March 11, 1912 the commission ordered the company to prepare and file an inventory and appraisal of its physical property. Responding to the commission's charges, an elaborate report to the commission was signed-off by W. A. Newell in 1913 (see appendix page 240). Regardless of the claims and counter-claims regarding the monetary value of the railroad's assets, this report provides a dense package of information about the Sugar Pine Railway at this juncture in its history. Detailed information was provided under categories of assets including right-of-way acreage, grading, culverts, trestles, ties, rails, frogs and switches, track fastenings, ballast, track laying and surfacing, roadway tools, right-of-way fencing, crossings and signs, station buildings and fixtures, shop buildings and engine house, water stations, fuel stations, miscellaneous structures, steam locomotives, freight train cars, work equipment, and various stores, supplies, and insurance.

This document stipulated that the grade right-of-way was generally 100 feet wide. The grading from Ralph to Milepost (MP) 9 was done in 1902 and 1903 at a cost of \$49,551. From MP 9 to the terminus at Lyons Dam, grading was reportedly done from 1905 to 1907 at a cost of \$37,992. Along the route, eight frame trestles were constructed of untreated timber and numbered consecutively from Ralph, except for omission of number two. Respectively, they were located at engineering stations 284 (1), 396 (3), 496 (4), 588 (5), 596 (6), 688 (7), 692 (8), 737 (9). Two trestles adjunct to the railroad were constructed: one short bridge at the Lyons Dam spur and a wagon bridge at

Lyons Dam. Trestles 1 and 3 each had six panels or bents, were 96 feet long, and were built in 1905. The rest of the trestles were completed in 1906. Trestle 4 had 6 panels and was 90 feet long; trestle 5 had eight panels and was 128 feet long; trestle 6 was 96 feet long and had six panels; trestle 7 had 13 panels and was 195 feet long; trestle 8 had 10 panels and was 150 feet long; and trestle 9 had 9 panels and was 144 feet long. The Lyons Dam spur bridge had four panels, was 64 feet long and was built in 1913; the wagon bridge at Lyons Dam had 14 panels, was 240 feet long and was completed in 1907. In aggregate, these trestles incorporated 232,117 board feet of timber and 8,100 pounds of iron.

For culverts, there appears to have been 33 of them characterized as either stone box, plank box, T. C. (terra cotta) pipe, open, log box, box and flume, or flume and cribbing. Information on the construction dates for the culverts was not provided in the report, but it would have paralleled the grading.

Regarding ties, the report shows that 6" x 8" x 8' ties were used; most were pine, but some cedar and redwood were also used. For 11.65 miles, the average number of ties used per mile was 3,168; for 2.5 miles, an average of 3,872 ties were used per mile. Other tracks—probably including sidings and spurs—averaged 3,000 ties per mile. The use of light weight steel on the Sugar Pine Railway combined with its industrial use accounts for the relatively high number of ties per mile.

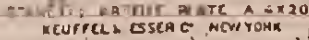
For rails, Newell reported that from MP 0 to MP 9, the mainline used 566 tons of 40-pound rail.⁴⁴ The next 2.5 miles used 118 tons of 30-pound rail; the last 2.65 miles used 167 tons of 40-pound. Additionally, there were 12,758

⁴⁴ Rail weight indicates rail strength, and rail weight was measured in three-foot lengths. Forty-pound rail was considered light for an industrial railroad. When necessitated by the loads, light rail could be partially compensated for by closer spacing between ties (Conners in Marshall 1991:114).

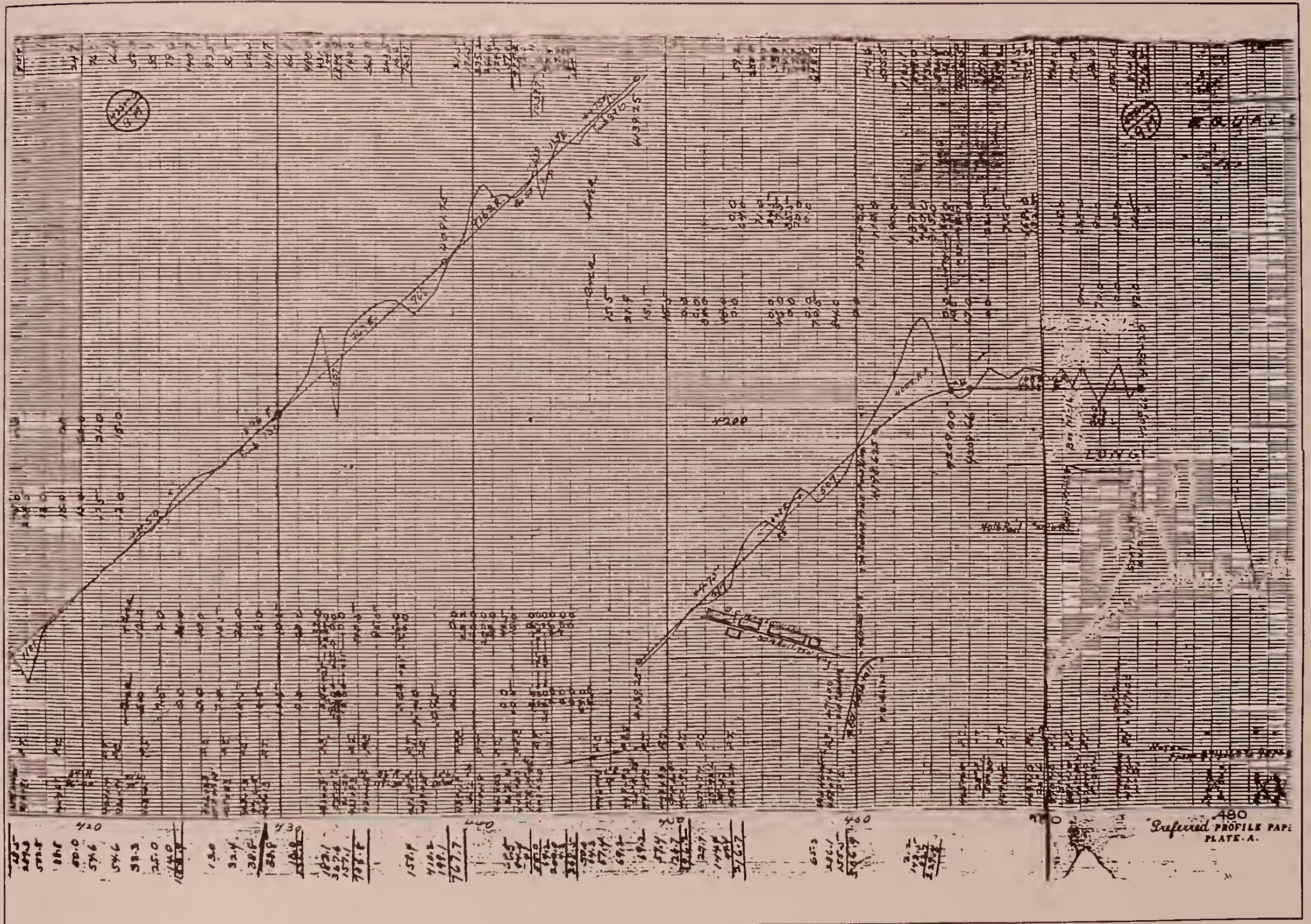


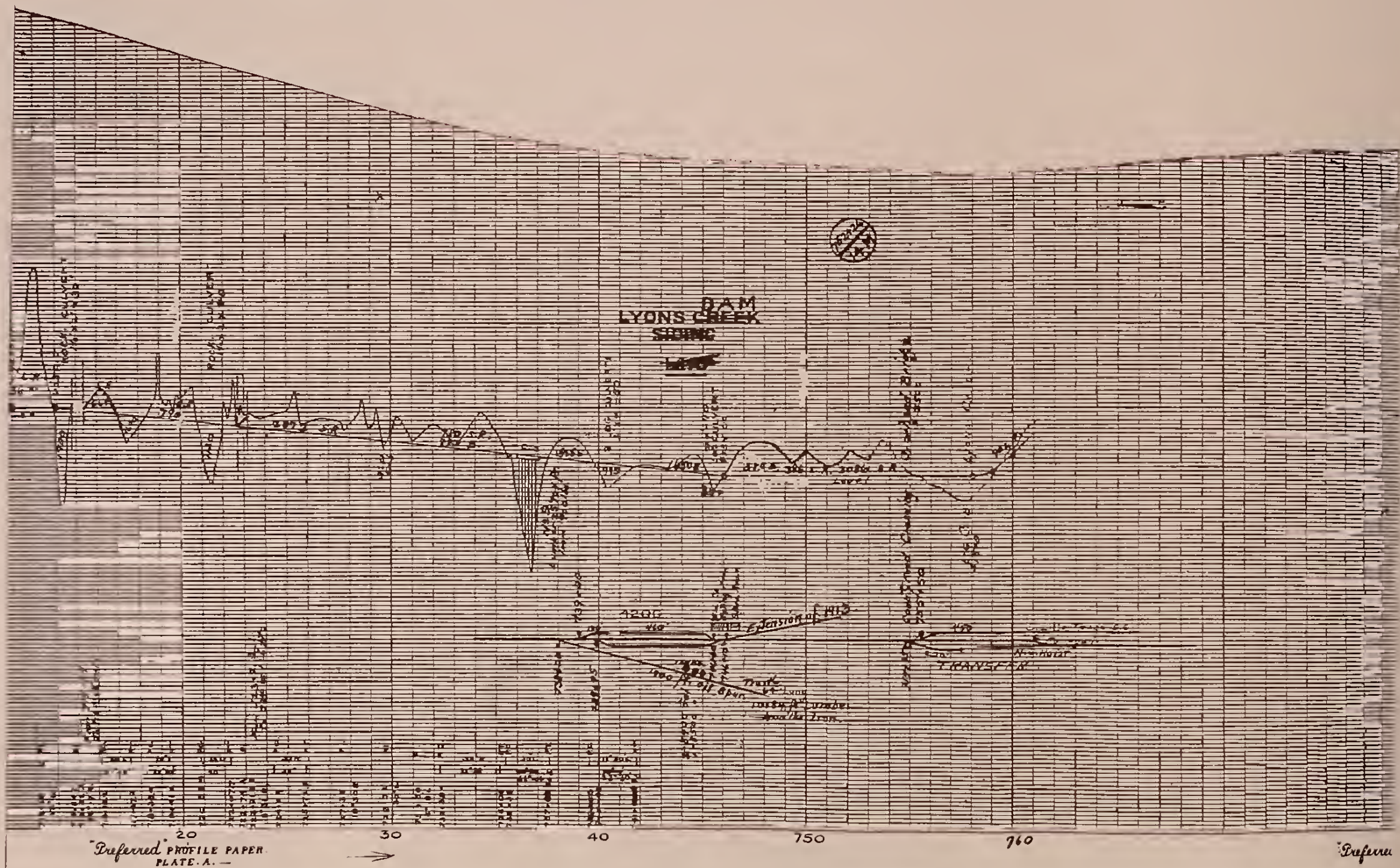
This sample from the Sugar Pine Railway's alignment map was probably an attachment to the company's 1913 inventory and appraisal of its physical properties. This detailed report had been required by the state railroad commission. (See appendix page 235 for more alignment maps.)
Fibreboard Corporation

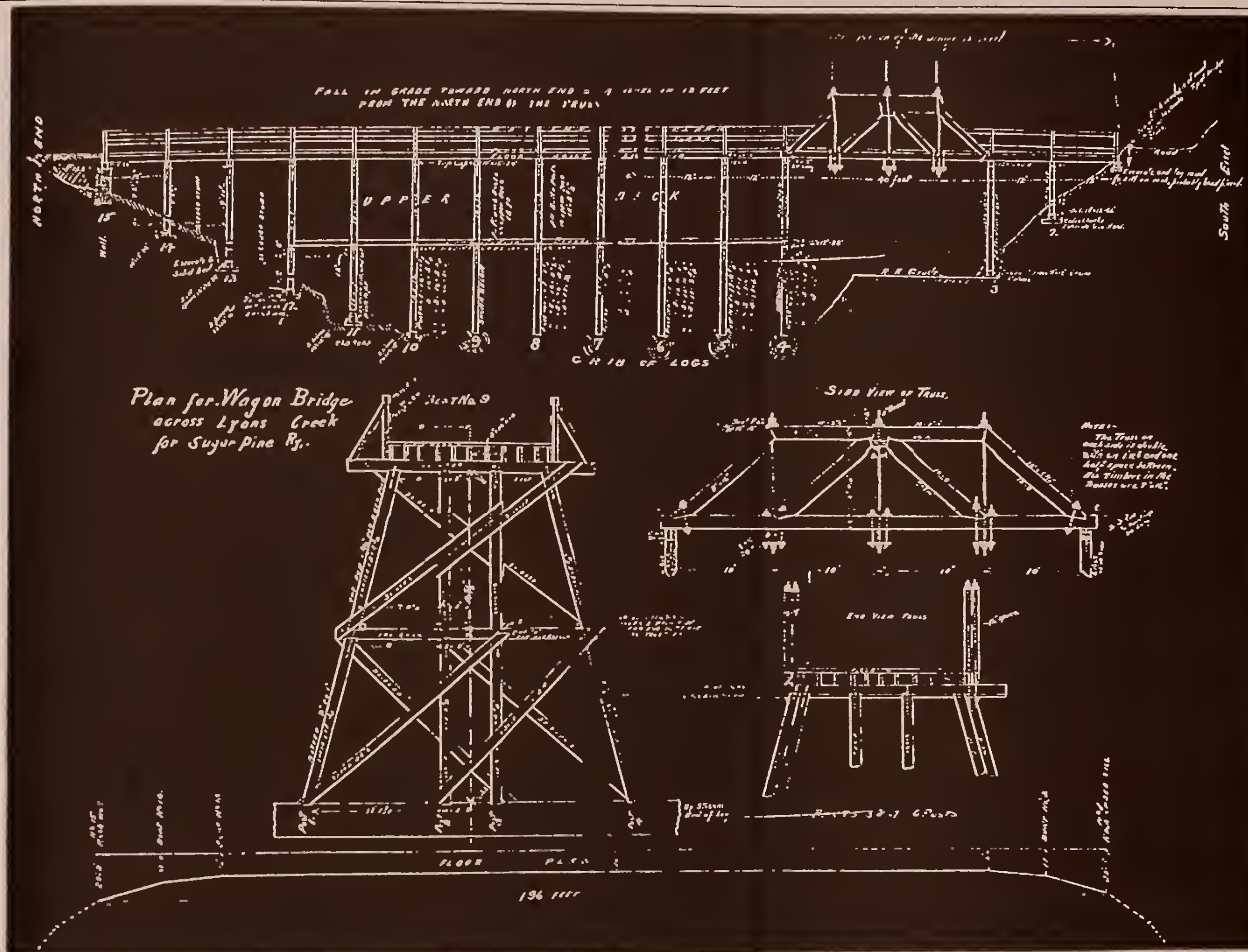




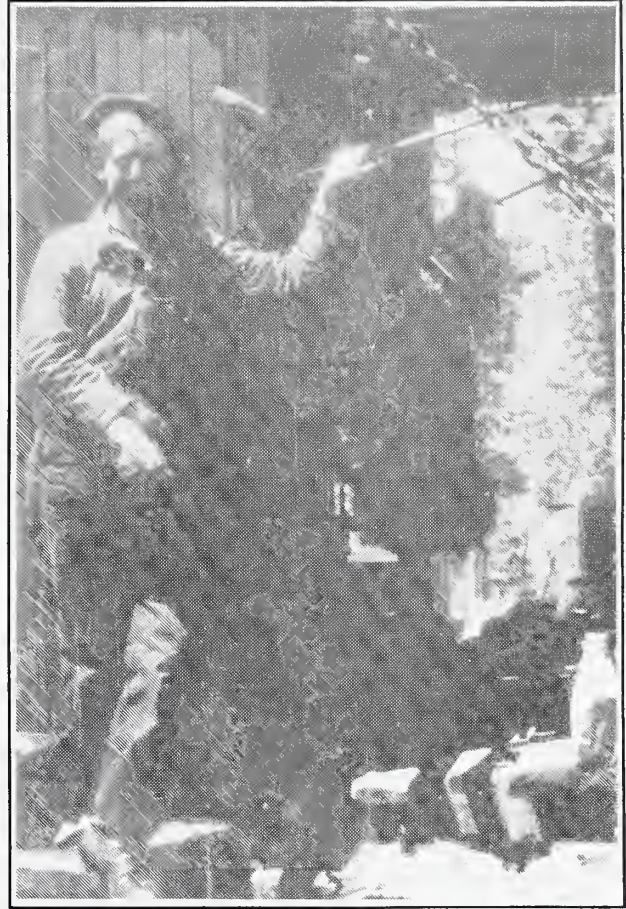
Fibreboard Corporation







This bridge across Lyons Creek, near Lyons Transfer, facilitated getting lumber onto the nearby county road for hauling to Sonora. Fibreboard Corporation



Construction crews labored in tandem with the steam shovel to prepare the railroad grade. Shovel runner, "Teeny" Madrid is pictured helping the powder monkey load a blasting hole. Note the use of a jackhammer. The man pictured at the rear of the Standard Lumber Company's steam shovel is Clarence Loney. June Madrid collection; USDA, Forest Service, Stanislaus National Forest

feet of sidings and other adjunct grades that used 52 tons of 30-pound rail and 87 tons of 40-pound rail. A category in the report listed as "guard rail," and specified as "single rail" covered a length of 10,560 feet and used 24 tons of 30-pound rail and 31 tons of 40-pound rail. The mainline

used 4,101, 30-foot long, 40-pound rails; and 880, 30-foot long, 30-pound rails. Frogs and switches were listed in-place at Standard, Ralph, Fairview, Newell, Gurney, Middle Camp, Long Siding,⁴⁵ Tramway, Transfer, and two at Lyons Dam. Regarding track fastenings and related material, the

⁴⁵ For a time, and before the incline system was in place, logs from early sawmills on both sides of Mono Road were hauled to Middle Camp and Long Siding for loading onto the SPRwy. Middle Camp was the SPRwy's first terminal, and the Union Construction Company had a headquarters there while building the flume for the Sierra and San Francisco Power Company. Long Siding, located at the top of Sugar Pine Mountain and just slightly northeast of Middle Camp, was a passing siding and car storage area that could accommodate 25 cars. At Milepost 8.9, Long Siding was entirely on Stanislaus National Forest land and near the location of the Wall Street Mine. The 10-mile grade between Middle Camp and Ralph was so steep that it was necessary to double back and split the train when a long string of empties was to be hauled up. Trains doubling the hill would set out the first half of their train at Long Siding and return to Newell for the other half. Mill-bound trains would stop for a brake test before descending the six and one half to seven percent grade down Sugar Pine Mountain. Strings of empties were usually brought to Long Siding from Standard to be picked up by the woods locomotives. Additionally, full cars were brought to Long Siding and trains were put together there for the trip to the mill; they usually put an engine in front and one in back (Lyon's Lake Resort n.d., S.A. SPRwy 1921 Map and USDA/FS 10-20-20).

spike size was listed as 5 1/2" x 9/16" at 200 pounds per keg. Bolts were 3" x 3/4" with each keg containing 260 bolts. Tie plates were 7" x 7" x 3/8" and weighed in at 4.4 pounds each; another type weighed 3 1/2 pounds. Ballast, it was noted, was obtained from material close at hand; only a few cars of washed gravel had been used—hailed from Woods Creek on the Sierra Railway. On over 16 miles of track, including mainline, sidings, and spurs, 21,120 cubic yards of ballast had been used. The surfacing and track laying for the entire road was reported as done in 1906 and 1907. Roadway construction tools were listed by name and quantity, including shovels, picks, adzes, axes, cross-cut saws, lining bars, crow bars, spike mauls, sledges, track jacks, "Jim Crows," track gauges, chisels, wrenches, levels, and drills.

Under the category of right-of-way fencing, two miles were listed from MP 0 to MP 2, as well as five "pit" cattle guards. Ten crossings were noted between Ralph and the dam, and interestingly, no telephone lines were noted, indicating they were solely owned by the Standard Lumber Company. Station buildings listed were one framed, single story, 10' x 10' structure at each Ralph and Long Siding, both built in 1908 for \$40 apiece. The page for shop buildings and engine houses listed only a framed building with a floor and pit, measuring 90' x 22' x 24' high and built in 1908 for \$600.⁴⁶

Water stations were listed at Fairview (fed by the water company ditch), at MP 5 (filled from a developed spring), Eureka Camp (fed by the water company ditch), and MP 13 (filled from a creek). All were 10,000-gallon, redwood tanks on pine frameworks. All but the tank at Eureka Camp were built in 1907; Eureka Camp tank was built in 1912. Fuel oil stations were built in 1910 in Sonora, Standard and Ralph, and at Lyons Dam in 1908. The foothill stations were all 22,000-gallon, steel tanks, while the three "round redwood" tanks at Lyons were described as "wooden links" filled and discharged by gravity. Two of the Lyons tanks had a capacity of 8,500-gallons each and the third had a 12,000-gallon capacity. Under "miscellaneous structures," Fairview was noted as having a one-story, frame section building measuring 16' x 24'; three, one-story bunk houses measuring 12' x 16', and a one-story tool room measuring 10' x 12'; all apparently built in 1907.

For steam locomotives, Newell reported that the Sugar Pine Railway owned one Climax built in 1906, one Lima Shay built in 1909, and two Heislors apparently both built in 1912. The Climax was purchased for \$6,145; the Shay

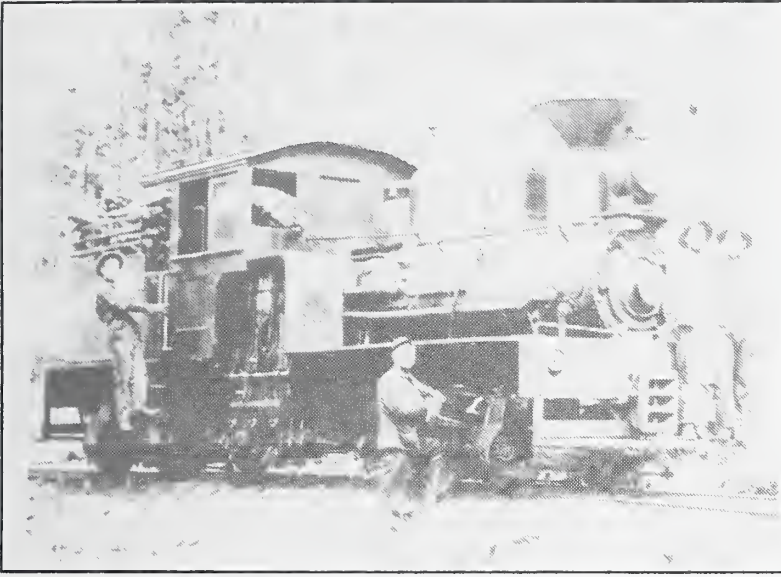


In this 1928 photograph, Shay Number 3 is pictured next to the Goose Neck water tank near Camp Fraser. Water and oil tanks were strategically placed along the line.

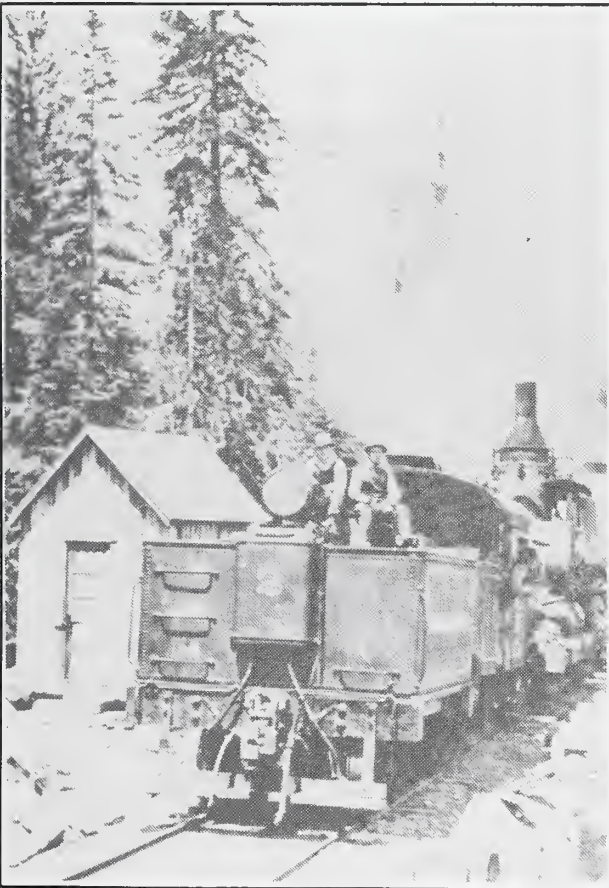
Ken Sleeper collection

for \$10,700, the eight-driver Heisler for \$9,834 and the 12-driver Heisler for \$13,642. Newell listed the company as having 70 flat cars and one second-hand caboose. Flats one through 50 were built by Haskell & Barker; they were 40-feet long and 10 and one-half feet wide. They were built in 1909 and cost \$795 apiece. Flats 51 through 70 were made by the Seattle Car & Foundry; they were a foot longer than the Haskell & Barkers, were built in 1912, and were purchased for \$838 each. All of the flat cars had a 80,000-pound capacity. The used caboose was bought in 1910 for \$355. Maintenance rolling stock consisted of three, six-yard capacity, side-dump cars bought second-

⁴⁶ The Loveland commission report indicated that this building was in Sonora (S. A. State of California 1915:3).



*Early photograph of the Standard Lumber Company's Shay Number 3.
Austin Abbott collection.*



Three truck Heisler Number 2 moving donkey engines back into the camps. The brakeman on the right is Tom Marshall.

Manual J. Marshall collection

hand at \$250 each; an inspection Ford touring car, outfitted for track service, was purchased in 1913 for \$1,000 (S. A. SPRwy 1913).

The reported aggregate "present value" of the Sugar Pine Railway's assets totaled \$380,944, or \$26,922 per mainline mile. After some negotiations and adjustments between 1913 and 1917, the Railroad Commission and SPRwy agreed upon a value of the company's property of \$330,977. Adding in other assets—for example, cash on-hand and rents advanced—and subtracting its liabilities (\$180,000 of which were the Sugar Pine's first mortgage bonds), the net worth of the stock was valued at only \$37,487.

The 1914 Annual Report of the Sugar Pine Railway Company to the California State Board of Equalization showed a deficit at the end of 1913 of \$16,621.78. The report listed the railway as operating on 14.15 miles, with it amounting to 16.57 miles between Ralph and Lyons Dam, when double track and sidings were reduced to single track. The only structures listed as owned by the Sugar Pine Railway were fuel oil stations and various sheds, as well as a shed for locomotive storage; stations were in buildings not owned by the Sugar Pine. By the time of the 1914 report, the Sugar Pine Railway owned five locomotives, 70 flat freight cars, one caboose, and three gravel-dump cars. Indicating again the inseparability of the Standard Lumber Company and the Sugar Pine Railway, the report noted that the Sugar Pine rented its office equipment and owned no special repair equipment for rolling stock nor did it carry a stock of supplies... not even a pencil. Its gross receipts were calculated as \$80,856.30 from freight and \$2,241.00 from demurrage (S. A. SPRwy 1914).

SUGAR PINE RAILWAY COMPANY
Sonora, California

RESOURCES & LIABILITIES
January 1, 1917

ASSETS

Reproduction Value of Sugar Pine Railway Company property as per the attached certified copy of the recent findings of the California Railroad Commission, which valuation was formally accepted by the Sugar Pine Railway Company as being a fair valuation.

Reproduction Value	355,611.65	
Depreciation	<u>42,892.38</u>	
Actual Value	312,619.27	
Additions and Betterments since date of Commission's Appraisal	<u>18 357.82</u>	
	330 977.09	
Cash	273 75	
Accounts Receivable	65 45	
Insurance premiums advanced	279 12	
Rents advanced	<u>15 00</u>	<u>633 32</u>
<u>TOTAL ASSETS</u>		<u>331 610.41</u>

LIABILITIES

First Mortgage Bonds	180 000.00	
Notes Payable	33 197 63	
Accounts Payable	21 728 23	
Int. Matured and Unpaid	51 275 00	
Unmatured Interest	2 125 00	
Tax Liability	<u>5 757 46</u>	
<u>TOTAL</u>		<u>294 123.32</u>

NET WORTH ACTUAL VALUE OF STOCK 37 487 09

I, J. C. Bassenfoss, Secretary and Treasurer of the Sugar Pine Railway Company hereby certify that the foregoing report is a true and correct statement of the affairs of the Sugar Pine Railway Company as at December 31, 1916.

Subscribed and sworn to before me
this 20th day of December, A. D.
1917

Notary Public in and for the County
of Tuolumne, State of California.

The Sugar Pine Railway Company's assets and liabilities as of 1917. This valuation was negotiated between the California Railroad Commission and the company.
Fibreboard Corporation

OF SOCIAL CONTROL AND CORPORATE BENEVOLENCE...

"Comfortable homes have been constructed for the employees, consisting of little bungalows and cottages, no two of which are all alike, and all are equipped with hot and cold water and have pretty little yards in front of them."
American Lumberman, 1914

Similar to many of the company-built and owned towns during this era in the lumber, citrus, and other large labor- and capital-intensive industries, the town of Standard was intended to be an attractive, modern community that would lend to a satisfied, stable, and efficient work force. Standard had its own post office, meat market, large general store, barber shop, baths, and pool and billiard rooms "where cigars and soft drinks are sold." An *American Lumberman* article in 1914 boasted:

Comfortable homes have been constructed for the employees, consisting of

little bungalows and cottages, no two of which are all alike, and all are equipped with hot and cold water and have pretty little yards in front of them. The streets are macadamized and the sidewalks are of cement. The land around is somewhat rolling and the little cottages along the hillside with the green shade trees present a pretty picture, indicating that General Manager Steinmetz has an eye for beauty as well as for utility [AL 1914:39].



*Residential street in the company town of Standard City.
D. H. Steinmetz collection, Walter A. Scott, photographer; Tuolumne County Museum*

The community would soon include a church, baseball field, White Oak and Cedar Rest boarding houses, a fire truck, and garage; additionally, land would be donated for what would become Curtis Creek elementary school.

The sawmill and its associated operations were also touted as modern and up to the task of processing the company's timber into lumber. A large log pond was created behind the waters backed-up by a newly constructed dam on a branch of Curtis Creek. The same 1914 *American Lumberman* article noted that the 640-acre Standard plant site was:

...laid out along modern lines with ample room for the yard, which is located at a distance from the mill, lumber being taken to it by a Knox tractor which hauls a train of nine or ten lumber wagons loaded with lumber. The sorting platform is 240 feet long. The dressed lumber shed is exceptionally long—640 feet. Power is furnished by a 500 horsepower compound Corliss engine and the power plant building is of brick with concrete floor.

L. W. Conklin, formerly of the Marsh Lumber Company at Emigrant Gap, California, was the general superintendent of the Standard plant. The SLC's door and box factory in Sonora was, by 1913, reportedly operating at a reduced capacity due to a depressed demand for doors; W. J. Collard was its superintendent. Officers of the Sugar Pine Railway Company in 1913 were Steinmetz as president and general manager, J. G. French as superintendent, E. Parke as general agent, and Rassenfoss as secretary.

As World War I raged in Europe, the Sugar Pine Railway extended its line further into Standard Lumber Company timber holdings. The Sugar Pine's balance sheet for the 1914 calendar year showed the cost of the railroad at \$1,180,000. The 1914 fire that destroyed the first location of Camp Fraser near Milepost 21 was reflected on the trial balance sheet as "Fraser Fire Loss - Salvage" at \$873.86. Accounts payable amounted to \$34,736.98 with most of that—\$31,313.68—owed to the Sierra Railway. (S. A. SPRwy balance sheet and trial balance sheet 1914).

OF FALTERING FINANCES AND MAKING DO...

Resolution: "That expense accounts of employees of this corporation, other than officers, be rendered in full detail as to each item of expenditure, and that they be paid by the Cashier only after examination and written approval by the General manager of this corporation. [And] That expense accounts of the officers of this corporation be rendered in full detail as to each item of expenditure, and that they be paid by the Cashier only after examination and written approval by the President of this corporation."

Board of Directors' Minutes, December 1914

The SLC board of directors' minutes for December 4, 1914 show a resolution allowing Steinmetz to enter into a contract with Stewart Fruit Company. By its terms, the Stewart Fruit Company agreed to buy deciduous fruit boxes for three years, beginning January 1, 1915. Another resolution during this board meeting—freezing the salaries of President R. D. Robbins, Vice President T. S. Bullock, and Attorney S. D. Woods and instructing Steinmetz to "curtail expenses in every possible way"—reflected the company's growing financial concerns (S. A. SLC Minutes 12-4-14).

More financial trouble is mirrored in the board minutes for December 11: the accounts payable to Leland Equipment Company, Western Equipment Company, J. B. F. Davis & Sons, and Sussman, Wormser & Company were to be closed by giving them notes of the Standard Lumber Company payable in 60 and 90 days (S. A. SLC Minutes 12-11-14).

Snowballing, the December 18 minutes show a quarterly dividend of \$8,750 paid, and another loan secured from R. D. Robbins of \$12,000 for four months at seven percent interest. Tightening fiscal controls, the board also resolved: "That expense accounts of employees of this corporation, other than officers, be rendered in full detail as to each item of expenditure, and that they be paid by the Cashier only after examination and written approval by the General manager of this corporation." Also "[t]hat expense accounts of the officers of this corporation be rendered in full detail as to each item of expenditure, and that they be paid by the Cashier only after examination and written approval by the President of this corporation" (S. A. SLC Minutes 12-18-14). The December 24 minutes show more accounts closed by issuing notes for amounts owed, and the new year opened with yet another loan to the SLC from R. D. Robbins for \$10,000 for four months at seven percent interest (S. A. SLC Minutes 12-24-14 and 1-8-15).

A report of the California Railroad Commission in early 1915 provides not only a capsule characterization of the

"The road was built, however, as cheaply as possible and largely with discarded second-hand material from the Sierra Railway."

California Railroad Commission Report, 1915

Sugar Pine Railway grade system, but it also reveals something about its quality. The report noted that for the SPRwy line from Ralph to Lyons, the maximum grade was 4.75 percent and the maximum curve was 56 degrees, with most curves being between 20 and 40 degrees. The roadbed width was about 12 feet. Most of the grading was side-hill work and about 55 percent of the excavated material was earth; the remainder was both loose and solid rock. No passenger trains were operated over the line and practically all the tonnage, over 95 percent, consisted of logs; none of the SLC's or SPRwy trains operated on a regular schedule. "The road was built, however, as cheaply as possible and largely with discarded second-hand material from the Sierra Railway." The SPRwy cost, in actuality, about \$180,000 (S. A. California RR 1915).

The January 22, 1915 minutes show submittal of the annual statement for 1914, with the year's profits amounting to \$59,311.91. Indulging in some common but deceptive bookkeeping maneuvers, the profits were to be charged to the "depreciation reserve" and "Sonora Real Estate," "Standard," and "Logging Equipment" accounts were to be written off five percent, with that amount to be taken from the reserve account. The board also ratified renewal of \$18,000 in notes due the Sunset Door & Sash Company and agreed to borrow an additional \$2,000 from them at seven percent (S. A. SLC Minutes 1-22-15). The minutes for January 29, February, and March show a steady stream of closing accounts by issuing promissory notes from the SLC and empowering various officers to borrow more money in escalating amounts. One of these promissory notes was for timber lands purchased from the Duceys in July 1913; the minutes show SLC issued a \$3,000 promis-

sory note to the Duceys in lieu of the interest payment of \$6,000 due January 19, 1915. Another was a note to the Sierra and San Francisco Power Company (S&SFPCo) for \$8,000 due 60 days from March 27, 1915 at six percent to take the place of the note then held by the S&SFPCo and due March 27, 1915 (S. A. SLC Minutes:122-131). The April 2 board meeting minutes show that the S&SFPCo granted SLC an extension of 60 days on its original promissory note without a new note, allowing SLC to rescind its previous action. Since R. D. Robbins owned all of SLC's preferred stock, the SLC issued him a promissory note for the \$8,750 dividend due to him on April 1, 1915, payable in four months (S. A. SLC Minutes 4-2-15).

Serious financial problems continued surfacing within the Standard Lumber Company, resulting in yet heavier borrowing in order to open the 1915 season. The board of directors' minutes from April 9, 1915 contain an ominous report from General Manager Steinmetz regarding the

board's instructions for him to attempt to sell an option on the SLC's capital stock. He revealed that the company had insufficient funds on-hand to put the logging crew into the woods for the upcoming season and looked, dismally, to the prospect of asking stockholders to raise the necessary funds. He had asked the West Side Lumber Company for 15,000,000 board feet of box lumber to fill requirements for the Fruit Growers, Stewart Fruit Company, and the Guggenheim & Company contracts. However, Steinmetz did not think the West Side would come through at an affordable price. But he believed the market for specified width lumber was improving and, so, had workers take down piles, sort and re-pile them in order to fill prospective orders. Further, he recommended construction of an additional shed for this special stock. Steinmetz reported the capital needs for the 1915 season as \$72,000 for Camp Fraser (six months at \$12,000 per month), \$36,000 for the Sugar Pine Railway (six months at \$6,000 per month), and \$48,000 to keep the Standard Mill running (six months at \$8,000). Steinmetz recommended getting work crews started as early as possible, since "I have obtained better results from the men in the early part of the season...." In response, the board resolved to try to borrow about \$200,000 to support the coming season. Further, Steinmetz was directed to "start logging as soon as practicable at Camp Frasier, at South Fork Mill, and also at Standard Mill with one shift." To raise capital, Steinmetz was also authorized to sell "certain second hand machinery" (S. A. SLC Minutes 4-9-15).

The minutes for April 19 show that the company's credit was not strong enough to secure needed funds from outside sources; another four-month, seven percent loan was obtained from R. D. Robbins for \$25,000. In a radical move, the board also resolved that the SLC assess stockholders \$10 per share on the subscribed capital stock. Any stockholder not paying by May 24, 1915 would have their stock advertised for sale at public auction (S. A. SLC Minutes 4-19-15).

Following-up on Steinmetz' request for a new shed for storing specified width lumber, the May 14 minutes show that the board okayed purchase of a right-of-way for a track into the new shed from the McCauley Estate; they also approved the extension of railroad three-quarters of a mile and replacement of the 30-pound rail between Long Siding and Tramway with 40-pounders (S. A. SLC Minutes:137-138). Piling debt and legal problems were reflected in the May 21 minutes, but the June 25 minutes showed that John Sutton was directed by the board to bid on and purchase for the SLC all the company's stock for which the \$10 stockholder levy was unpaid; the minutes for July 9 show that the SLC bought 6,626 shares of this "delinquent stock." The July 19 minutes reported the res-



Standard Lumber Company loggers' cabins at Camp Fraser in 1917.

June Madrid collection; USDA, Forest Service, Stanislaus National Forest

ignation of the stalwart Thomas S. Bullock as vice president of the Standard Lumber Company and his replacement by John G. Sutton, Robbins' son-in-law (S. A. SLC Minutes 5-21-15; 6-25-15; 7-19-15).

By August 13, 1915, the Sugar Pine Railway Company was indebted to the Sierra Railway for \$33,197.63. In a debt-shifting maneuver, the Sierra Railway "signified its willingness to forego the interest owed it" for a few days, provided that the interest was paid by August 20, 1915. R. D. Robbins "signified his willingness to lend [\$33,197.63 to the] Sugar Pine Railway Company, providing the Standard Lumber Company, guarantees the said loan by endorsing the notes of said Sugar Pine Railway Company." The SLC still owned of all the Sugar Pine Railway's capital stock and a majority of its outstanding bonds. Not surprisingly, the board approved SLC guaranteeing the loan as noted (S. A. SLC Minutes 8-13-15).

Stockholders' meetings for the rest of 1915 show a patchwork of growing debt amidst conducting regular business. The minutes for October 8 show that a quarterly dividend amounting to \$8,750 was owed to Standard's stockholders; the SLC borrowed that sum from R. D. Robbins and covered it by a four month, seven percent promissory note. The minutes for October 18 listed the SLC's shareholders as R. D. Robbins owning 11,345 shares, Steinmetz with 638, Charlotte P. Munn having 390 shares, John G. Sutton with 200, Winslow Anderson with 152 shares, and L. M. Robbins with five, out of the 13,374 stocks issued and outstanding. A Price, Waterhouse report of the company's assets and liabilities was incorporated into the minutes, but any discussion of it was left undocumented. R. D. and L. M. Robbins, Sutton, Steinmetz, and T. S. Bullock were elected directors for the ensuing year; the officers were R. D. Robbins President, Sutton Vice President, L. M. Robbins Secretary and Treasurer and Steinmetz continued as General Manager.

To add to the company's drain on assets and energy, the minutes show another two cases against the SLC and Sugar Pine Railway pending before the Industrial Accident Board.⁴⁷ Minutes for November 5 show that Bullock, by his signature, apparently guaranteed 20 second mortgage bonds of the Sierra Railway Company that were owned by Mrs. L. B. Doe. The board took the stand that the "purported guarantee was the individual act of T. S. Bullock" and was unauthorized by the Standard Lumber Company board. During this same meeting, evidently at

the request of Steinmetz, the board authorized Steinmetz to construct a planing mill at Standard, as long as it "does not interfere with present insurance rates." Possibly over the issue of the second mortgage guarantee on Mrs. Doe's bonds, combined with other schisms and ill-health, the December 10 minutes reflected T. S. Bullock's resignation as a director of the Standard Lumber Company's board. December 17, among other business, the board directed the SLC's attorney to bring suit against the Sierra Railway Company, Loring B. Doe, Lulu Kennedy Doe, and T. S. Bullock "to cancel an alleged guarantee of the Company on twenty Sierra Railway Company of California bonds" (S. A. SLC Minutes 10-8-15; 10-18-15; 10-28-15; 11-5-15; 12-10-15; 12-17-15).

The new year brought more of the same for the Standard Lumber Company. The board of directors' minutes show several more loans, some of which were to consolidate and pay off overdue notes of the company. The company's auditor was also directed to "write off" various items from capital surplus, including Cold Springs camp buildings, Empire Mill and railway, Long Barn bridge, South Fork Mill, Tramway station, telephone lines, and traction engines in addition to specified Sonora properties. But with a second thought, the next meeting showed this direction rescinded; instructing the auditor to carry these same assets on the books as capital surplus (S. A. SLC Minutes 1-21-16; 1-28-16).

By March 1916, the Standard Lumber Company was endeavoring to expand its capabilities while attempting to garner and conserve capital. In the minutes for March 10, for example, Steinmetz was instructed to purchase some boilers—probably for the new planing mill—and to "lease the butcher shop, slaughter house and corrals, providing a contract for the season's supply of meat can be obtained for 13 1/2 cents." At the next board meeting on the 17th, Steinmetz reported that he had purchased a set of second-hand Babcock & Wilcox boilers for \$1,500 from the Pittsburg Silver Peak Mining Company. Continuing to seek good timber to cut, the minutes for March 31 show that Steinmetz was authorized by the board to bid on government timber as advertised in Sections 28 and 29 in Township 3 North, Range 16 East and to negotiate with Ed Jenness for purchase of certain timber lands. The April 7 minutes show authorization to purchase 2.5 miles of second-hand relay 50-pound rails from the Southern Pacific Company, and to pay R. D. Robbins \$8,750—the amount

⁴⁷ Kate A. Ghirso, guardian of the person and estate of Philip Ghirso vs. SLC, defendant, No. 1772; and Clara L. Kirkpatrick, mother of John G. Kirkpatrick, deceased vs. SPRwy, defendant, No. 1778 (S. A. SLC Minutes 10-28-15:157-158).

of the preferred stock dividend—by giving him a six month six percent promissory note. Closure of the deal on the Jenness land was documented in the April 21, 1916 minutes, confirming a contract dated April 18, 1916 between SLC and Edward and Osie V. Jenness. Through this agreement, the SLC bought several scattered parcels filling-in its ownership, including 160 acres in Sections 25 and 26 in Township 4 North, Range 17 East; 120 acres known as the Joseph Kahl homestead in Section 26 of Township 4 North, Range 17 East; and parcels in Sections 30 and 35 of Township 4 North, Range 17 East; and contiguous forties in the SENE quarter of Section 6 in Township 3 North, Range 18 East, the SWNE quarter of Section 2 and parcels in Sections 9 and 10 of Township 3 North, Range 17 East. A stumpage agreement was also included for adjacent lands (S.A. SLC Minutes 3-10-16; 3-17-16; 3-31-16; 4-7-16; 4-21-16).

Continuing its effort to keep costs down while improving its operational capabilities, the April 28 minutes showed direction to purchase 20 second-hand flat cars from the receiver of the Boca & Loyaltan Railroad at \$270 each. This action was reported as accomplished at the next meeting. Likewise, the May 19 minutes reported the purchase of a steam shovel for \$3,000 and that Steinmetz had purchased accessories for \$390, including two flat cars and tanks. In June, the SLC joined the California Sugar and White Pine Manufacturers' Association. The same month, Steinmetz was instructed "to dismantle the Empire Mill and move usable portions thereof to Standard."

The company continued to expand its timber holdings; portions of Sections 35 and 36 in Township 4 North, Range 17 East—known as the Burns purchase—were bought for \$33,600. But to cover these new acquisitions of land and machinery, the board approved more borrowing. In June, Sutton was directed by the board to have plans and specifications prepared for a "concrete bridge [at Jenness Flat, the site of the new Camp Fraser] across the river." Having approved the plans, the June 30, 1916 minutes show, in

addition to various borrowing and payments, that Steinmetz was directed to build the reinforced concrete bridge across the South Fork Stanislaus at Jenness Flat for an estimated \$2,500. Steinmetz also reported purchasing certain machinery and equipment from the California Pine Box and Lumber Company for \$6,500, on terms of 25 percent cash down with the balance due in four, eight, and twelve months, without interest (S. A. SLC Minutes 4-28-16; 5-19-16; 6-2-16; 6-16-16; 6-30-16).

The board of directors' minutes continued to manifest financial maneuverings during the summer of 1916 as well as various acquisitions and settlements with injured employees. For example, the minutes for August 4 show that Steinmetz had settled with Peter Geld in accord with the Workmen's Compensation Act: Geld was an employee who had lost an eye. The August 18 minutes show the SLC's board resolution to "renew past due notes to R. D. Robbins amounting to \$337,014.80, and close his open account up to August 1, 1916, amounting to \$20,410.69 by giving the notes of this Company therefore...." Also, signaling the build-up of the company town, Steinmetz was directed to build four additional houses at Standard (S. A. SLC Minutes 8-4-16; 8-18-16).

In the fall, possibly to fill the post vacated by Bullock, the September 29 minutes reflect that R. D. Robbins Jr. was appointed as a new director to fill the vacancy on the board. Stockholders' minutes for October 20 show the following consolidation of stock ownership: R. D. Robbins with 11,340 shares, Steinmetz with 638, and Sutton with 200 of the 13,374 shares issued and outstanding. R. D. Robbins, R. D. Robbins Jr. and L. M. Robbins, Sutton, and Steinmetz were elected directors. After the stockholders' meeting, the board met and re-elected R. D. Robbins President, Sutton Vice President, L. M. Robbins Secretary and Treasurer, and Steinmetz as General Manager. Lillian Roark was elected secretary in the absence of Lloyd M. Robbins and J. C. Rassenfoss as assistant secretary (S. A. SLC Minutes 9-29-16:186; 10-20-16:189-190).

OF INTERLOCKING WEBS OF CORPORATE KINSHIP...

"In addition to such authority as may have been heretofore granted by the Sierra Railway to the Sugar Pine Railway in the original trackage agreement to haul or transport loaded cars of lumber or its products from Ralph to Sonora, and empty cars between said stations, and under conditions as therein specified to haul less than carload shipments between various points between Ralph and Sonora, the Sugar Pine Railway is hereby granted the right to use the railroad tracks of the Sierra Railway between the City of Sonora... and the Station known as Ralph on the line of the Sierra Railway... for the purpose of hauling and transporting thereover cars loaded or partly loaded but subject, however, to the stipulations hereinafter contained and not otherwise....

The Sugar Pine Railway may haul in its own trains over the tracks of the Sierra Railway loaded or partly loaded cars as specified in this section at trackage rates shown below.

COMMODITY RATES PER CAR

Mill refuse from Sonora to Standard \$3.00

*Sand, rock and gravel in straight or mixed carloads between
Granite Spur and Standard \$3.00*

*Sand, rock and gravel in straight or mixed carloads between
Ralph and Standard \$5.00*

*Donkey engines, logging equipment, railroad ties and
other track material \$5.00..."*

Trackage agreement between the Sugar Pine and Sierra railways, 1916

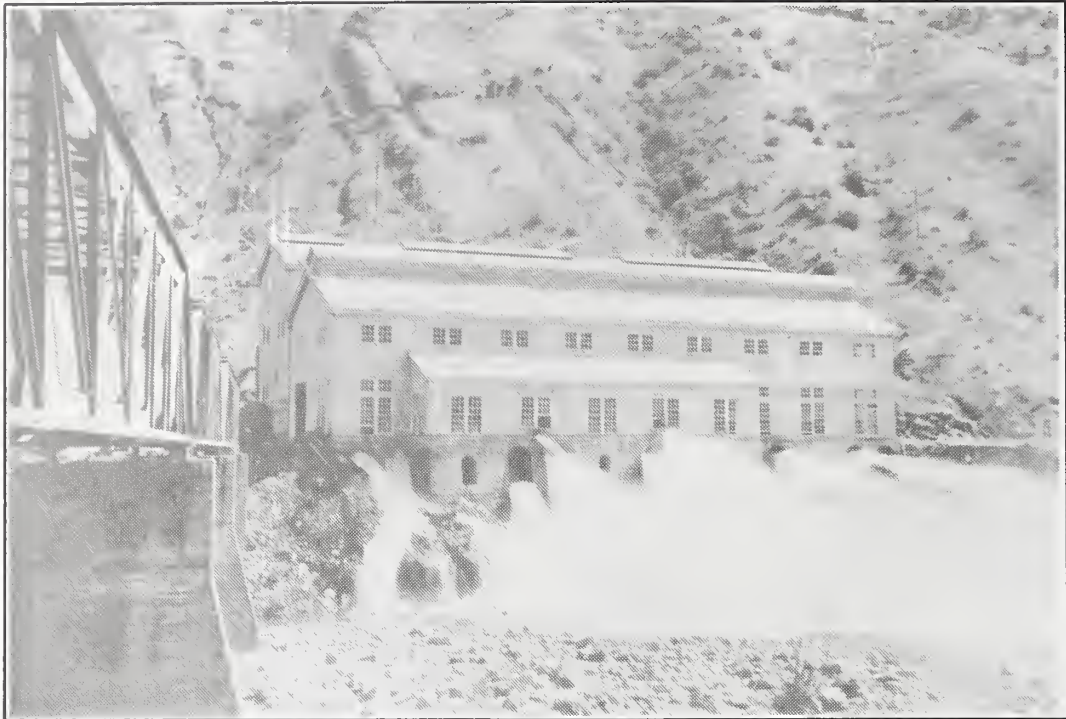
Perhaps in response of the suit brought by the Standard Lumber Company against the Sierra Railway in 1915, on November 1, 1916, the Sierra Railway and Sugar Pine Railway companies entered into another trackage agreement (see appendix page 267) to iron-out problems under the 1908 joint use agreement. Effective until June 8, 1933, the new stipulations also covered movement of cars between Sonora and Standard and the rates to be paid by the Sugar Pine for use of the Sierra Railway's tracks between Granite Spur and Standard, Ralph and Standard, and Ralph and Sonora from Standard. Rates were by car and type of material hauled. Further, carload freight originating on the Sugar Pine and destined to points west of Sonora were to be delivered to the Sierra Railway at Ralph; and Sugar Pine Railway carload freight originating at Standard destined for points west of Sonora were to be delivered to the Sierra Railway at Standard. Other provisions regarded

"...The Standard Lumber Company and its officers recognize the mutual advantage in working in harmony with yourselves and will do their part with that end in view."

Standard Lumber Company letter to the Sierra and San Francisco Power Company, 1917

which company assumed what risks and liabilities under specified circumstances. As with the 1908 agreement, William Crocker and J. T. Bullock signed for the Sierra Railway; the relatively new player, R. D. Robbins signed for the Sugar Pine (S. A. SPRwy 11-1-16).

Early in 1917, in addition to transactions to this date that reflected more loans, promissory notes, dividends paid, and the like, the minutes showed some of the company's relationships with other enterprises operating between the



The Sierra and San Francisco Power Company's Camp 9 powerhouse on the Middle Fork Stanislaus River. Its first power was transmitted on October 18, 1909 to the San Jose area, 125 miles distant.

USDA, Forest Service, Stanislaus National Forest

middle and south forks of the Stanislaus River and some of their environmental manipulations. The January 5 minutes indicated that an agreement was struck between the Sierra and San Francisco Power Company (S&SFPCo) to release water at Spring Gap from its Philadelphia Ditch on the South Fork Stanislaus and allow it to "flow down the natural channel over the lands of the Standard Lumber Company to the Middle Fork of the Stanislaus River." S&SFPCo was to pay for trees felled by the action of the water running over these lands and for the damage to the trees left standing. Also the S&SFPCo was to "pay for a railroad trestle which will be necessary for the Standard Lumber Company's logging operations over the water course formed by the waters flowing from Spring Gap to the Middle Fork which crosses the line of the projected railroad." S&SFPCo was also bound to allow SLC the right to use ditch water for logging operations and its camps free of cost, not to exceed 50 miners inches at any one time. For the Union Construction Company, contracted by the S&SFPCo to build the flume along the south rim of the Middle Fork to the forebay above the Camp 9 powerhouse, the minutes noted:

Referring to the right of way now held by the Sugar Pine Railway Company across a strip of land running around Lyons Dam... under agreement dated March 12, 1907, it was agreed between the Union Construction Company and Sugar Pine Railway Company that there be granted a free right of way to the said Sugar Pine Railway Company for its railroad. The Sugar Pine Railway Company had a deed prepared by its surveyors for said right of way now used, which said deed was sent to your office a few weeks ago, but the same has not been executed and returned to your [our] office. Will you please see that the same is executed in due form and delivered to us in conformity with said agreement.... The Standard Lumber Company and its officers recognize the mutual advantage in working in harmony with yourselves and will do their part with that end in view [S. A. SLC Minutes 1-5-17].

In April, the board authorized final payment of \$29,887.40 to the Central Trust Company. Importantly, this was the last payment on the indenture of mortgage or deed of trust dated May 1, 1909. Release of the mortgage or deed of trust was to be obtained from Central Trust and securities held by it were to be returned to the SLC: 120 Sugar Pine Railway bonds belonging to the SPRwy Company and a certificate for 9,975 shares of SPRwy Company stock belonging to the SLC. A February 21, 1917 notice by the trust company gave its authorization to appoint Lloyd M. Robbins "its true and lawful attorney to attend the annual meeting of the" SPRwy Company. A March 26, 1917 memo to L. M. Robbins from Rassenfoss recounted the business of the Sugar Pine Railway board of director's meeting of March 24. The board had authorized the Sugar Pine to enter into a contract with the Sierra Railway to use Sierra's trackage facilities between Sonora and Ralph; it also authorized Steinmetz to sell Sugar Pine locomotive Number 2 to the Railway Equipment Company of Portland for \$4,000 cash on the rails at Standard. On summer's eve, Steinmetz' salary was upped to \$12,500 per year, and it was reported that Empire engine Number 2 had been sold for \$2,250 to the Pacific Coast Steel Company. Continuing to add to its timber land holdings north of the Middle Fork Stanislaus, the SLC minutes for mid-June showed that the board passed a resolution to purchase 480 acres from Rosie Costa for \$7 per acre in portions of Sections 23, 25, and 26 in Township 5 North, Range 16 East, and to purchase 280 acres from Helen Eddy at the same price in portions of Sections 24 and 35 in the same township (S. A. SLC Minutes 4-13-17; 6-15-17).

While looking to its future across the Middle Fork, the Standard Lumber Company also sought government timber sale opportunities on lands already serviced by its railroad logging system; accordingly, the SLC applied to the Forest Service to log government timber from lands adjacent to its holdings in the vicinity of Long Barn, Lyons Creek, and Fraser Flat. For example, a Timber Sale Agreement designated July 24, 1917 was for timber on 40 acres in the NWSW quarter of Section 20 in Township 3 North, Range 17 East. The tract description reported:

...since, at the time the timber was applied for, it was thought that the Company would want to begin logging within a very short time, the timber was advertised on the basis of the company's own cruise so as to save the delay incident to re-cruising it and avoid the possibility of a request for advance cutting. The advertised figures were, - Yellow Pine 880,000 - Sugar Pine 180,000 - White Fir 580,000 and Incense Cedar 140,000 ft. B.M., a total of 1,780,000 ft. B.M. These seem to be outside figures and it is doubtful if the scale will hold up to them, but the contract may as well cover this advertised amount. The entire SW quarter of Sec. 20 is covered by a mining claim known as the Tiger Lily Placer Mining location. This was located on June 16, 1917 by W. N. Sledge of Confidence and 7 others and was recorded.... When the matter of the proposed sale was taken up with Mr. Sledge he gave his written consent to the sale of the timber by the Government.... Although there is considerable doubt as to the validity of the placer location involved and there is an abundance of timber for mining purposes on the balance of the quarter-section, all of which is included in the one claim, still we are under some obligation to consider the rights of the entrymen to sufficient timber for this use and, in fact, in securing their consent to the cutting it was explained that all of the timber would not be removed....

The timber will be logged to a landing near the hoist, lowered to the transfer station at Lyons Dam, reloaded on to the Sugar Pine Railroad and hauled to the

Form 941

(Attach clipping of
notice here)UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE

BID FOR ADVERTISED TIMBER.

MAY 31 1913, 190

Standard Lumber Company Timber Sale.

Stanislaus National Forest.

The Forest Supervisor,

(The Forester or name of Supervisor)

Sonora,

(City or town)

California

(State)

Dear Sir:

In response to the notice of sale published in The Banner,

(Name of newspaper)

of Sonora, California, We

(Town)

(State)

(I or we)

bid for the timber advertised to be cut from the S 1/2 of the NE of SW and
the SE of the NW of SW of Section 14, T. 3 N., R. 16 E., M. D. M.

(Locality)

(If surveyed, give legal subdivisions; if unsurveyed, give metes and bounds with reference to some well-known landmark)

in the Stanislaus National Forest,
as follows:

Estimated amount in feet B. M., cords, or pieces.	SPECIES.		Price bid per M feet, cord, or piece.
	If different prices are offered for dead and living timber, make separate entries.		
277,500 ft. BM.	yellow pine.		2.50
5,000 " "	sugar pine.		2.00
5,000 " "	white fir.		0.75
53,500 " "	incense cedar.		0.75

I have remitted, under separate cover, to ~~the First National Bank of San Francisco~~
~~the First National Bank of San Francisco~~
 \$ 200.00, to accompany this bid, as required by the published notice of sale.

Very truly yours,

STANDARD LUMBER CO.

(Name of bidder)

Sonora, California.

(Full address)

This is a typical response from the Standard Lumber Company to a government-advertised timber sale. Note the bid prices per thousand board feet of timber for this 1913 sale. The bid is signed by General Manager D. H. Steinmetz. USDA, Forest Service, Stanislaus National Forest

mill at Standard City, some 17 miles distant. The timber will be yarded with donkeys and bucked in a chute with a steam saw. The exact layout of chutes, landings etc. has not yet been definitely determined [USDA/FS 7-24-17].⁴⁸

In October, the SLC's board of directors approved a new contract with the Pioneer Fruit Company for 70 carloads of box shooks to be delivered starting December 1, 1917 through December 31, 1918. Another contract was ratified with Stewart Fruit Company for box shooks for the same time period. Importantly for the consolidation of its holdings north of the Middle Fork, the Standard Lumber Company was able to secure a discount on its \$200,000 contract obligation for the Ducey lands; the SLC agreed to borrow an undocumented sum to retire this debt (S.A. SLC Minutes 10-5-17).

Standard Lumber Company stockholders met on October 19. The minutes show the stock distribution as R. D. Robbins with 11,340 shares, Steinmetz owning 638 shares, Mrs. C. P. Munn with 390 shares, Sutton with 200, J. B. F. Davis & Son with 200 shares, R. T. Harding (Attorney for the Winslow Anderson Estate) with 152 shares, and L. M. Robbins holding five shares out of the total of 13,374 shares issued and outstanding. The Robbins', Sutton, and Steinmetz were nominated and seated as directors (S. A. SLC Minutes 10-19-17).

The last discovered report of the Sugar Pine Railway Company to the state railroad commission is for the year ending December 31, 1917. Like the other reports to the commission, it offers a still life of the company at a moment in its history. This report reflected the radical change in ownership and officers of the Sugar Pine Railway with R. D. Robbins of Suisun, President (entering office November 12, 1914); Lloyd M. Robbins of San Francisco,

Vice President and General Counsel (entering office September 30, 1913); J. C. Rassenfoss of Sonora, Secretary and Treasurer (entering office September 30, 1913); C. E. Johnson of Sonora, Auditor (entering office August 1, 1917); D. H. Steinmetz of Sonora, General Manager (entering office June 15, 1908), and E. Parke of Sonora, General Freight Agent (entering office June 15, 1908).

The balance at the close of 1917 was \$1,319,951. The year's investment included \$1,898 for grading, with the total investment to June 30, 1907 being \$180,000; from July 1, 1907 to June 30, 1914 the investment totaled \$1,130,105, and since June 30, 1914, it totaled \$7,363 for an overall investment in road and equipment to date of \$1,317,469. Sugar Pine officials reported a net income loss of \$16,966 derived, in part, from \$78,004 of operating revenues and \$75,133 in operating expenses minus hire for freight cars, rent of joint facilities, and the interest on its funded and unfunded debt.

For mileage of road operated, the report indicated 14.15 miles of single track and 2.42 miles of sidings owned with another 9.46 miles operated under trackage rights for a total of 26.03 miles. The distance from Ralph to Lyons Dam was noted as 14.15 miles. The preliminary surveys for the Sugar Pine line were reported as having been completed in February 1903 and location surveys in August 1903. No track was laid during the reporting year and the rail weight was listed as 40 pounds. The report noted that the rail was laid on redwood, pine, and red fir 6" x 8" 8' ties on two-foot centers placed on gravel ballast.

In describing liens on the SPRwy property it was noted: "At the close of the year ending December 31, 1917 there were outstanding only \$180,000 mortgage bonds of the Sugar Pine Railway Company. These are a lien on all of the property and revenues of the SPRwy Co."

Offering an insight into the employment levels and occupational mix needed to operate the Sugar Pine at this

⁴⁸ An interim report of timber cut for this sale noted that as of November 24, 1917, 257,620 board feet of yellow pine, 174,570 board feet of sugar pine, 94,500 board feet of incense cedar, and 352,210 board feet of white fir had been harvested under this TSA.

For other government timber sales to the SLC during this time, refer to TSA designated May 15, 1917 for timber on 200 acres in the NWN quarter and the north half of the NW quarter of Section 25 and the north half of the NE quarter of Section 26 in Township 4 North, Range 17 East in the Fraser Flat area. Estimated volume was 303 mbf SP; 2.7 mmbf YP; 193 mbf WF and 244 mbf IC (USDA/FS 5-15-17). Also see TSA designated March 12, 1917 between the USFS and SLC for timber on 80 acres in the SESE quarter of Section 9 and the SENE quarter of Section 17 in Township 3 North, Range 17 East along Lyons Creek. Timber volumes were estimated at 75 mbf SP; 340 mbf YP; 180 mbf WF and 130 mbf IC. Minimum harvest diameters were 30" dbh for SP, 28" for YP and 24" WF and IC. The final Report of Timber Cut for this sale, dated September 1, 1917, showed an actual harvest of 253,880 bf SP; 478,860 bf YP; 53,710 bf IC and 233,050 bf WF. Note the significant gap between the estimated and actual cut (USDA/FS 3-12-17).

Marshall and Dambacher said that the steam donkeys had two cylinders. The closest sound to that of a steam donkey is the air pump that moves the turntable at Railtown 1897 State Park in Jamestown; just double the speed. They also noted that Heisler locomotives had two cylinders, but that Shays had three (USDA/FS interview 1982).

OF INTERLOCKING WEBS OF CORPORATE KINSHIP...

juncture in its history, the average number of employees and the salaries paid out per annum were listed:

1.00	clerk working 3,365 hours per year for \$1,035.15
1.50	section foremen working 530 days per year for \$1,035.15
.75	car repairers working for 2,315 hours per year for \$808.75
3.00	other skilled laborers working for 8,240 hours per year for \$2,267
7.25	section men working 29,770 hours per year for \$7,062.55
.50	other unskilled laborers for 470 hours per year for \$117.50
.75	foremen of construction gangs or work trains for 2,805 hours for \$899.55
8.50	other men in construction gangs and work trains for 32,900 hours per year for \$7,869.85
.50	station agents for 133 days per year for \$311.40
.75	engine house men for 1,300 hours per year for \$274.30
2.25	road freight engineers for 5,630 hours per year for \$2,605.60
2.25	road freight firemen for 5,840 hours per year for \$1,728.80
2.25	road freight conductors for 5,860 hours per year. for \$2,800.65
4.50	brakemen for 10,710 hours per year for \$3,092.80.

Thus, total compensation for 37.5 Sugar Pine Railway employees was \$35,862.55, with 109,205 hours on duty and 1,313 days on duty during the year.

The mileage of road operated was 23.61 with freight hauled over 22.346 miles. Freight locomotive switching miles tallied 2.286. Revenue tonnage was reported as:

Tons of revenue freight:		From
	Originating on SPRwy	connecting carriers
Agricultural products	16	244
Animal products	0	37
Mine products	468	173
Forest products	97,776	134
Manufactures	854	482
Misc. commodities	0	316
LCL ⁴⁹ goods not noted above	58	63

"Respondent [Sugar Pine Railway] arranged with contractors, to build roadway complete with necessary roadway and track structures, in return for \$180,000 par value respondent's first mortgage bonds and the respondent's entire capital stock — \$1,000,000 par. The Standard Lumber Company, a corporation with offices at Sonora, California, owns the entire issued and outstanding capital stock and the entire issue of mortgage bonds of the respondent. The respondent depends entirely on its revenue, to take care of its operating expenses and what additional capital has been necessary, has been borrowed on notes, etc."

Sugar Pine Railway Company response to queries by the I. C. C. regarding its 1917 report to the California State Railroad Commission, 1918

The Sugar Pine reported having four steam locomotives at the beginning of 1917 and retiring one during that year; all were owned by the SPRwy. The company also had 82 flat cars at the beginning of the year with eight added by the end of the reporting period. Other freight/train cars totaled 83 at the beginning of the year with eight added for a total of 91. Two officers'/pay cars were enumerated with one having been retired; additionally, there were three ballast cars and one steam shovel reported. Twenty of the flat cars had a capacity of 60,000 pounds and 70 had a capacity of 70,000 pounds (S. A. SPRwy 1917).

Another version of the report tucked into the leaves of the more complete report for the same period noted that the Standard Lumber Company, R. D. and L. M. Robbins, Steinmetz, Rassenfoss, and Parke were the security holders of the Sugar Pine Railway Company: the SLC had 9,975 common stocks and the other parties had five each; each stock entitled the owner to one vote. This rendition of the report noted that the entire capital stock was issued prior to July 1, 1915 and that there had been no changes to the stock book since that date.

A November 22, 1918 letter from the Sugar Pine Railway Company to the Interstate Commerce Commission's Division of Statistics in Washington, D. C. responded to questions the I. C. C. had posed from the report the SPRwy had submitted for 1917. In the letter, Sugar Pine Railway

⁴⁹ LCL probably refers to "less than carload" shipments.



Here a spar tree rig is used in loading rail cars. The loading donkey is on the left. After binder chains were in place, a saddle log was put on top, which held the load firmly. If the weight shifted, the car could derail. Dolly Mills, Winnie Coughlin collection



Logs were loaded onto the rail cars with the aid of a steam donkey and spar tree. The Sugar Pine Railway was chronically short of flat cars; most of them were purchased second-hand. June Madrid collection; USDA, Forest Service, Stanislaus National Forest

officials explained that the "Respondent arranged with contractors, to build roadway complete with necessary roadway and track structures, in return for \$180,000 par value respondent's first mortgage bonds and the respondent's entire capital stock - \$1,000,000 par. The Standard Lumber Company, a corporation with offices at Sonora, California, owns the entire issued and outstanding capital stock and the entire issue of mortgage bonds of the respondent. The respondent depends entirely on its revenue, to take care of its operating expenses and what additional capital has been necessary, has been borrowed on notes, etc." Later in the response, it was noted: "Of the six general officers reported... four serve without compensation" (S. A. SPRwy letter 11-22-18).

Early in 1918, the SLC board directed Steinmetz to obtain estimates for constructing a veneering plant at Stan-

dard and for building a clubhouse for the "convenience of employees at Standard" (S. A. SLC Minutes 2-8-18). In mid-March, the board posed an interesting question to its attorneys: "Can the Sugar Pine Railway Company lease its logging cars and locomotives to the Standard Lumber Company, also enter into a trackage agreement with the SLC upon a basis ample to take care of all the fixed charges and expenses of the SPRwy Co., said rate to be fixed upon a car basis or a monthly rental basis. The SLC to handle all freight offered in the trains free of charge to the SPRwy Co., the SPRwy Co. collect for freight other than the SLC's at present tariff rates. SLC to keep the road bed and leased equipment up to its present condition." The response was apparently affirmative since in the minutes for March 29, attorneys were employed to draw up trackage agreements between SLC and the SPRwy and to present to the Rail-

road Commission the required applications. The cost to the SLC was \$90,000 payable at \$6,000 per year (S.A. SLC Minutes 3-15-18: 233-234; 3-29-19:234). The ensuing agreement among the Sierra and Sugar Pine railways and the Standard Lumber Company was effective in April 1918 (see appendix page 271). Building upon the trackage agreements of 1908 and 1916, the 1918 pact leased the Sugar Pine Railway and equipment to the Standard Lumber Company. Throughout the 15-year life of the lease, the SLC permitted the SPRwy "to have the use of said railway and equipment from time to time in order to discharge its obligations as a common carrier." The SLC was also to enjoy the Sugar Pine's trackage agreements already negotiated with the Sierra Railway. Perhaps being careful to obscure the interlocked ownership of these enterprises, William H. Crocker and J. T. Bullock were signatories for the Sierra Railway; R. D. Robbins and J. C. Rassenfoss for the Sugar Pine Railway, and John Sutton and Lillian Roark for the Standard Lumber Company (S. A. SPRwy 4-12-18). May 23, 1918 the California State Railroad Commission approved the lease agreement between SLC and SPRwy.

Another important corporate event is reflected in the minutes for April 26 and May 10, 1918 wherein the SLC's board consented to drastically reduce the capital stock of its subsidiary corporation, the Sugar Pine Railway Company, from \$1,000,000 divided into 10,000 shares to \$250,000 divided into 10,000 shares. In making this move, the directors had to certify that the SPRwy's indebtedness did not exceed \$250,000 (S. A. SLC Minutes 4-26-18; Certificate of Diminution of Capital Stock of SPRwy Corporation, 6-5-18. 1-11-18). At this point, R. D. Robbins of Suisun was president of the SPRwy corporation and Rassenfoss of Sonora was secretary; Steinmetz, John G. Sutton, and Lloyd M. Robbins composed the rest of the board and subscribers.

The continued corporate intertwining of the SLC and the Sierra Railway reappears in the minutes for May 10 with the SLC purchasing 25 of the Sierra Railway Company's first mortgage bonds at a price not to exceed \$80 per bond (S. A. SLC Minutes 5-10-18). The next board meeting minutes show the exchange of these 25 Sierra Railway Company first mortgage five percent gold bonds, held by Trustee Jesse W. Lilienthal, for 25 Sugar Pine Railway first mortgage bonds (S. A. SLC Minutes 5-24-18).

Minutes for the annual stockholders' meeting on October 18 show another adjustment in shares: R. D. Robbins held 11,340 shares, Steinmetz had 763, Sutton held 20 shares, and L. M. Robbins had five. These minutes also noted that the SLC owned all of the issued and outstanding capital stock of the Sugar Pine Railway Company, with the exception of the qualifying shares of the board of directors, and also owned all of the Sugar Pine Railway's

issued and outstanding bonds, amounting to a par value of \$180,000. The minutes commented that the SPRwy had never earned interest (for the SLC) on its bonded indebtedness. In order to "make any extensions or improvements or purchase equipment therefor[e] it has always called upon this company [SLC], being its only stockholder, to supply the necessary funds." Thus, SLC's ownership of all the issued and outstanding stock and bonds "serve no useful purpose." The stockholders agreed it would be best for the SPRwy and the SLC to have the value of the bonds, by cancellation thereof, accrue to the capital account of the SPRwy Co. The SLC would donate those bonds, together with the amount of unpaid interest carried on the books of the SLC, and return them to the treasury of the Sugar Pine Railway Company. Following that complicated transaction, the stockholders elected the three Robbins', Sutton, and Steinmetz as directors for the ensuing year. After the stockholders' meeting, the board of directors again elected R. D. Robbins as president, Sutton as vice president, L. M. Robbins as secretary and treasurer, Steinmetz as general manager, and Rassenfoss as assistant secretary (S. A. SLC Minutes 10-18-18).

As of April 1, 1918, the roster for the Sugar Pine Railway listed:

1	60 ton	geared Shay
1	52 ton	geared Heisler
1	85 ton	geared Heisler
69	80M# cap.	flat cars
16	60M# cap.	flat cars
2		meat & mdse. cars mounted on 60,000 lb. capacity flat cars
1		Marion steam shovel with 1 oil & 1 water car
3		ballast cars
3		gasoline section service cars
1		dining car mounted on 60,000 lb. capacity flat car
1		bunk house car mounted on 60,000 lb. capacity flat car
1		caboose
1		gasoline auto - officer's track car

(S. A. SPRwy Roster 1918).

Early in the new year of 1919, Steinmetz reported that he and the construction engineer had determined "the cost of the main line logging railway construction, exclusive of spurs to loading platform, necessary for carrying on the logging operations beyond the terminus of the SPRwy at Lyons Dam to be \$1.00 per thousand feet, of logs available to, and which will be transported over said logging railways, and... because... such logging railway construction must be done considerably in advance of logging op-

erations, the cost thereof therefore is charged to the Railroad Construction [Capital] Account when and as built." Steinmetz was instructed to charge "against profits as an operating expense at the close of each month \$1.00 per

thousand feet of logs transported over such logging railways during the month, to cover the cost of such logging railway construction" (S. A. SLC Minutes 1-31-19).

THE STRAWBERRY BRANCH

It is considered useless to try to prophecy how they will go. Unlike most companies of equal size, their future operations are not laid out by logging engineering methods by experienced men. Such plans are finally decided by their City [San Francisco] office and seem to be based on rather extravagant logging methods....

...They are using three yarders... two... which are in such poor condition that they can only be sure of an 800 foot pull; one swing [donkey is used and] is in the same condition; they use two pumping donkeys which are discarded logging machines and have a Dolber [sic.] for chute construction. With the exception of the Willamette, the balance of this is just about junk."

1918 Forest Service Timber Sale Report

Needing to replace worn-out equipment, in March Steinmetz was authorized to purchase an 11" x 13" tandem drum road engine for \$7,500 and an 11" x 13" compound geared Humboldt yarder for \$7,875 from Willamette

Iron & Steel Works (S. A. SLC Minutes 3-28-19). Logging was underway by April 1919, out of camps Fraser and Lowell along the South Fork Stanislaus, over 22 miles from Ralph Station (UD 3-15-19). A Forest Service Tim-

Children were part of life in Standard and Pickering railroad logging camps. These youngsters, Buster and Betty Grace, were June and Maurice Madrid's nieces. They are posed in Easter outfits in front of their summer boxcar home.

*June Madrid collection;
USDA, Forest Service,
Stanislaus National Forest*



THE STRAWBERRY BRANCH



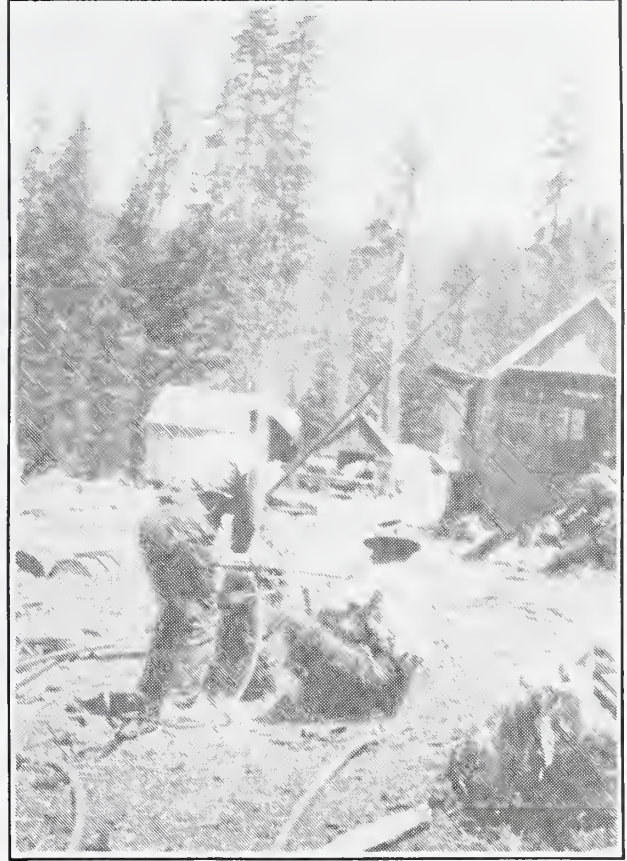
The 4th of July celebrated in a Standard Lumber Company woods camp. The women have made garb of bunting. The two women standing together are Dolly Mills, left, and Lena Fish, right. June Madrid collection; USDA, Forest Service, Stanislaus National Forest





This was home to June and Maurice Madrid and their two nieces during their summer months in the construction camps. During the off-season, the Madrids lived and worked in Stockton.

June Madrid collection; USDA, Forest Service, Stanislaus National Forest



Wire rope was a specialty item, with specific diameters and compositions for various applications. It was also an expensive item and, when it broke, it was usually spliced and re-used. This photograph shows two workers splicing wire rope.

June Madrid collection; USDA, Forest Service, Stanislaus National Forest

ber Sale Report, designated June 22, 1918, provides an "outsider's" perspective on the company's indecision and problems with its aging woods machinery. The government timber being offered was in most of the southwest quarter of Section 19 and in the west half of Section 30 in Township 4 North, Range 18 East. Covering about 400 acres, the timber was on both slopes of the South Fork, at the eastern end of the SLC's holdings. The SLC wanted this government timber in order to improve the efficiency of its logging for the season, giving Camp Lowell another year of operation. Whether or not this was actually done, the company had told the Forest Service that it intended to extend its spur, terminating at Camp Lowell, 2,000 feet in order to better harvest the timber. The report shows that the company was contemplating its options:

...their main railroad follows the South Fork from Center Camp to Camp Lowell [on the north bank of the South Fork]; they now have to decide whether they will stop where they are, after completing their proposed sale and turn back west to get their timber along the main Stanislaus-South Fork divide and on the north side of it or continue into our [Cow Creek] Block. Several tentative plans and road grades have been considered and abandoned after more or less experimentation with no definite plans....

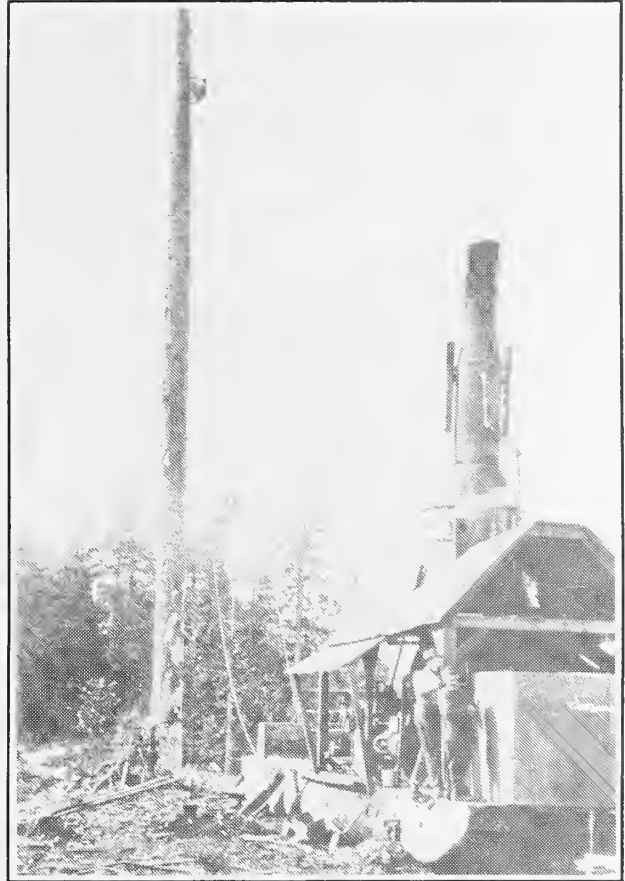
THE STRAWBERRY BRANCH



Logging out of Camp Lowell—on the north bank of the South Fork Stanislaus River, about a mile upstream of today's Fraser Flat Campground—was hampered by cash problems in the Standard Lumber Company, out-of-date machinery, and indecision. Note that the flats are lettered for the Sugar Pine Railway and that some of the logs are only eight-footers. These two photographs were taken in 1918 by Forest Service officials: the first showing logs being loaded onto Standard Lumber Company flat cars; the second showing a steam saw in operation at the head of the chute on the government timber sale designated June 22, 1918.
USDA, Forest Service, Stanislaus National Forest



*Camp Lowell steam donkey.
June Madrid collection
USDA, Forest Service,
Stanislaus National Forest*



*Men are dwarfed by the large sugar pine as they
wrestle a choker around its end. This Forest Service
photograph was also taken in the Camp Lowell area
for the government timber sale designated June 22,
1918. Note the various wire rope lines, the sheave
block and other rigging.
USDA, Forest Service, Stanislaus National Forest*



THE STRAWBERRY BRANCH



*Workers are using a gas shovel, pneumatic drill, and explosives to carve this grade out of the granite. This may be at a point long the South Fork Stanislaus on the Strawberry Branch.
D. H. Steinmetz collection, Tuolumne County Museum*



THE STRAWBERRY BRANCH



Probably taken in the late 1920s, this load of logs popped off the rails and rolled toward the South Fork Stanislaus River. Known as the Strawberry Branch, this three and one-half percent grade left Camp Fraser, crossed the South Fork near Strawberry 1 Camp, and terminated near the old Conlin Strawberry Hotel. Another branchlet remained on the south side of the South Fork, past Strawberry 1 Camp and switched back after crossing the old Mono Road, eventually crossing the divide into the North Fork Tuolumne River and the Dodge Ridge timber tracts. The flat cars are lettered for the Pickering Lumber Company.

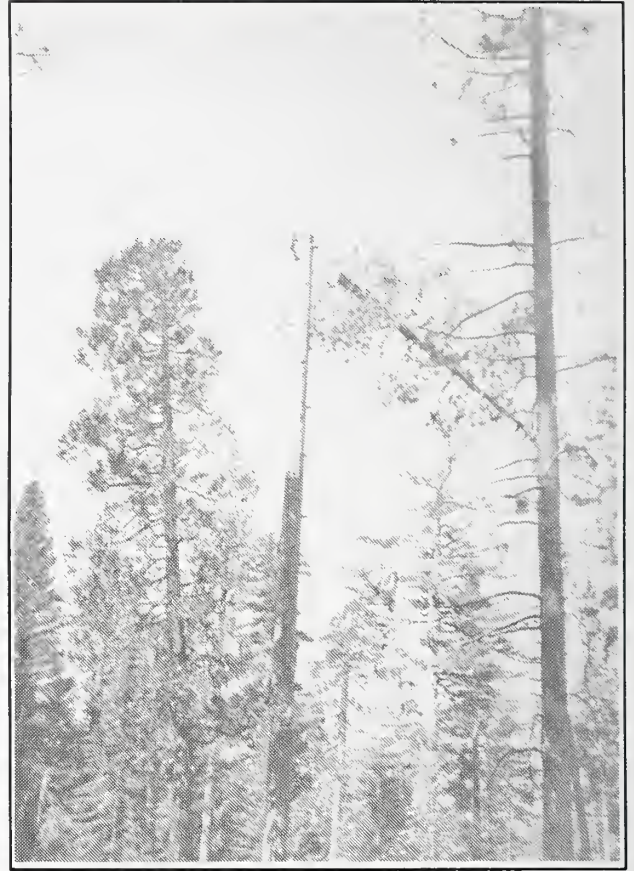
What is believed to be the braced stump that was used as a tail-hold to haul the flats and logs out of the canyon still exists as of 1995. It is marked as a point of interest along the U. S. Forest Service's Strawberry Branch Rails to Trails self-guided tour.

June Madrid collection; USDA, Forest Service, Stanislaus National Forest



*Many of the logs on these trains
were destined to become fruit
packing boxes.*

*June Madrid collection; USDA,
Forest Service, Stanislaus
National Forest*



*Pickering Lumber Company high climber topping a ponderosa for use as a spar tree.
June Madrid collection; USDA, Forest Service, Stanislaus National Forest*

The Strawberry Branch, along the south bank of the South Fork, was the course ultimately chosen, and the report shows something of the company's decision-making process:

The most feasible scheme...has been proposed by one of their logging bosses. This is to continue their road up the South Fork, swing one branch of it into old Strawberry country and the other up and across the divide between the Rivers from the summit of which they could run west to get their timber along the ridge and also east and north through the Cow Creek Block, and by switchbacks across the Main River around Beardsley Flat and thus obtain access to their timber across the Stanislaus River.... It is considered useless to try to prophecy how they will go. Unlike most compa-

nies of equal size, their future operations are not laid out by logging engineering methods by experienced men. Such plans are finally decided by their City office and seem to be based on rather extravagant logging methods....

The government timber had been cruised for volume, species, and condition estimates in 1910 and check-cruises were done to update the figures for this sale. The Forest Service officials making this report, R. W. Ayres and J. V. Wulff, while noting that Camp Lowell averaged a harvest of between two and one-half and three million board feet per month, they judged that the company would do even better in the government timber. But in an interesting comment on the company's machinery they remarked:

...the biggest difficulty the camp bosses encounter is a lack of up to date efficient logging machinery. At Camp Lowell

they are using yarding and roading donkeys that should have been scrapped years ago and the same is true at Camp Frazier. The policy of the Company is as short sighted in this respect in their failure to decide upon and provide for future operations. It has been operating since 1908 [sic.] but time has failed to bring wisdom as far as their woods work is concerned.

The SLC was using one 11" x 13" Willamette and two 9 1/4" x 10" steam donkeys that were "in such poor condition that they can only be sure of an 800 foot pull." The company also used one swing donkey, the same size as the two smaller steam donkeys, which was reportedly in the same condition. Additionally, the company used two pumping donkeys "which are discarded logging machines" and a Dolbeer used for chute construction. "With the excep-

tion of the Willamette the balance of this is just about junk." Two steam drag saws did the bucking chores.

The report went on to comment that "a considerable part of their product" was funneled to the prosecution of World War I, having contracts for Navy yard material and for box shooks for food containers. Daily wages for the time were also noted with hook tenders getting \$6; chasers, swamper, rigging slingers \$4.50; [donkey] engineers \$3.75 to \$4, with no worker getting less than \$3.50. Meals held their 1911 price of \$.25 each. In its appraisal, the Forest Service allowed a profit of \$2.50 per thousand (USDA/FS 1918).

1919 marked a year of passings for the Sugar Pine Railway and Standard Lumber companies. In May, Thomas S. Bullock died in San Francisco, having been forced into retirement in 1914 by ill health. His having brought the Sierra Railway 41.67 miles from Oakdale to Jamestown in 1897 had laid the groundwork for the Standard and West Side railroad logging ventures; an accomplishment that was



Rigging was attached to the spar poles to aid steam donkeys in maneuvering logs through the woods to landings and then onto railroad flat cars.

June Madrid collection; USDA, Forest Service, Stanislaus National Forest



These 1944 aerial photographs on Standard/Pickering-logged lands clearly show the spangle patterns created by yarding logs with steam donkeys. These furrows, cleared of vegetation and top soil, persist for many years.
USDA, Forest Service, Stanislaus National Forest



THE STRAWBERRY BRANCH

duly acknowledged in *The Union Democrat's* front page death notice. Also acknowledged was his having organized the West Side and Standard lumber companies as well as promoting horticulture in the county, especially apple-growing (UD 5-31-19). Then, in early September, the president of the Standard Lumber Company, R. D. Robbins died at the age of 81 in his daughter's—Mrs. John Sutton—San Francisco home. Apparently not as highly regarded by the local community as Bullock, his death notice offered only a terse account of his life (UD 9-13-19). The annual stockholders' meeting on October 17, 1919 also reflected R. D. Robbins Senior's death. This loss shifted the share holders to Sadie M. and Reuel D. Robbins Jr. as executors of his estate, owning 11,340 shares. Steinmetz owned 763 shares, W. S. Davis had 70, J. R. Smith had 89 shares, Sutton held 20 shares, and L. M. and R. D. Robbins Jr. held five each of the total 13,374 shares outstanding and issued. Sadie Robbins was elected a director to fill the vacancy caused by the death of R. D.

Robbins. R. D. Jr., Sadie M. and L. M. Robbins, Sutton, and Steinmetz were made directors for the ensuing year. The board meeting followed with R. D. Robbins Jr. becoming president of the Standard Lumber Company, Sutton continued as vice president, L. M. Robbins as secretary and treasurer, and Steinmetz as general manager (S.A. SLC Minutes 10-17-19).

Burdened by the terms of its 1908 agreement, Steinmetz renegotiated with the Fruit Growers' Supply Company of Los Angeles for the balance of box shook due under the existing contract (3,600,000 orange and lemon boxes). Under the new contract, the SLC was to produce shook for 900,000 boxes at 20 cents apiece and 2,600,000 boxes at 23 cents each, with deliveries extending to September 1, 1922. This was a substantial increase in the price fixed in the over decade-old contract. Not surprisingly, the new contract was approved and the old one canceled (S.A. SLC Minutes 11-20-19).



The Standard Mill fire on November 20, 1919 left the sawdust burner and concrete buildings; the water tank tower was also spared. Though a blow to the company, mill modernizations that might otherwise have been delayed were immediately undertaken. The estimate for the mill machinery alone was \$80,000.

D. H. Steinmetz collection; Tuolumne County Museum

"A mass of charcoal and ashes and bent and twisted machinery now marks the site where stood the large, fine sawmill of the Standard Lumber Company at Standard City.

At 6:35 Thursday evening the workmen in the building saw a spark of fire glittering where the big saws were cutting through the immense logs, and with lightening-like rapidity the fire rode the belting to all parts of the plant and in less than five minutes the whole structure was a seething mass of flames. Many of the men barely had time to get out of the mill to escape incineration."

The Union Democrat, November 22, 1919

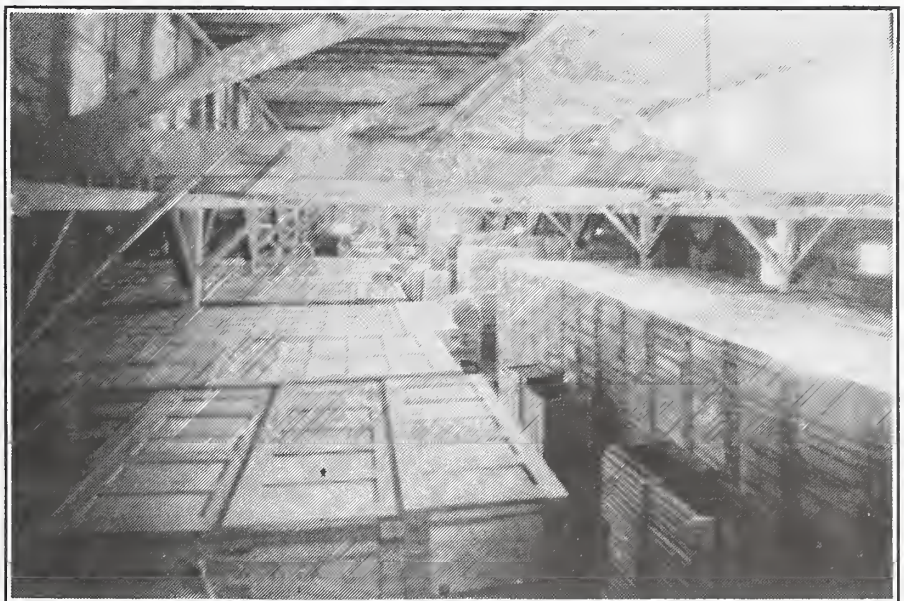
The Standard Lumber Company was buffeted by yet another setback when its Standard sawmill burned to the ground on November 20, 1919. The fire was so intense that the internal fire system was ineffective. The exterior fire system, composed of a number of water giants, was trained on the fire. It was to these giants and the men operating them that credit was given for confining the fire to the mill and timber work at the mill pond; sparing the lumber piles, factory buildings, and other structures adjacent to the mill. The price tag to replace the 1912-built mill—a mill that had produced from 200,000 to 225,000 feet of lumber in each two-shift day—was estimated to reach \$125,000. Praised for being one of the most conveniently laid-out sawmills on the west coast, it was now a smoldering thing of the past.

The mill, which included under one roof the sorting tables and all necessary equipment to bring the logs out stripped into finished lumber, was a massive structure of heavy timbers. It blazed brightly for hours after it had been practically leveled to the ground. [When the flames touched the woodwork on the breast of the mill pond,] it was thought that the dam would go out, releasing a flood that would create much damage in the lumber yard. People watched for hours, but the dam held. The concrete face of the dam was evidently sufficiently strong to prevent additional disaster [UD 11-22-19].

With the log pond already having two million feet of logs in reserve, woods operations were cut short by six weeks—this, at a time when demand for the company's lumber products was strong. Though the board of directors' minutes were silent on the devastating fire of November 1919, the minutes for December 18 authorized Steinmetz to buy two boilers from Casey-Hedges Company of Tennessee at \$8,825 and \$400. Perhaps flush with insurance money from the mill fire, Steinmetz was also authorized to order machinery for the new mill, estimated to cost \$80,000, from Filer & Stowell Company. Further, the board instructed him to negotiate with Whitney Engineering Company for an 85-ton Heisler and to place an order with Willamette Iron & Steel Works for two donkey

Sash and door warehouse at the Standard Lumber Company plant in Sonora. It is now the upstairs of Hale's and Symons lumber and hardware store.

*D.H. Steinmetz collection,
Tuolumne County Museum;
Walter A. Scott, photographer*



THE STRAWBERRY BRANCH

engines for \$16,000 and \$19,000 (S. A. SLC Minutes 12-18-19). Steinmetz reported to *The Union Democrat* that he had "instantly dispatched" orders for new sawmill machinery to build a new mill with a capacity of 500,000 feet of lumber per day (UD 11-29-19).

On the cusp of the new year, a short, one paragraph article in *The Union Democrat* presaged a turning point for the Standard Lumber Company. W. A. Pickering, identified as a wealthy lumber man and cattle raiser in Kansas [sic.], was in Tuolumne County on a general tour of large lumber plants on the west coast. Casting for business opportunities in environments where the forests were still largely replete with timber, Pickering made the rounds at both the Standard and West Side lumber company operations. The article offered the possibility that "Mr. Pickering may in the future make [a] large investment here" (UD 12-20-19). The new year of 1920 began with more equipment purchases. The minutes for January 8 authorized Steinmetz to purchase an 85-ton Dempsey locomotive for \$16,000 from the Whitney Engineering Company. After the annual stockholder's meeting on February 19, 1920, mirroring the same shareholders as the previous annual meeting, the board elected the same officers as the previous year and passed a resolution that the SLC purchase from the Sugar Pine Railway Company certain equipment consisting of locomotive cars and a steam shovel, valued at \$73,459.33. Steinmetz was also instructed to sell locomotive Number 2 (S. A. SLC Minutes 1-8-20; 2-19-20).

Ever since the men struck last year and went back to work without a single demand being recognized, Manager Steinmetz has been gradually raising the pay of the men, and now, true to the announcement then made, that when conditions warranted such action he would put the plant on an 8-hour basis, he has done so.... With the shorter hours of labor it is expected that there will be no slacker element in the factory and if there is it will soon be eliminated.
The Union Democrat, February 1920

The article, flavored with *The Union Democrat's* usual advocacy of the company, nonetheless heralded an important change in labor conditions by instituting the eight-hour work day at the Sonora sash and door factory.⁵⁰ When these changes filtered to the sawmill is not precisely known, but the 10-hour day still prevailed at the mill during the depression. Clearly, Steinmetz believed that production would actually improve and overhead would be reduced: "The new conditions are pleasing to the employees and the management alike, and it is thought that the factory workers will see to it that the production will be as great in the eight hours as it was before in the ten" (UD 2-28-20).

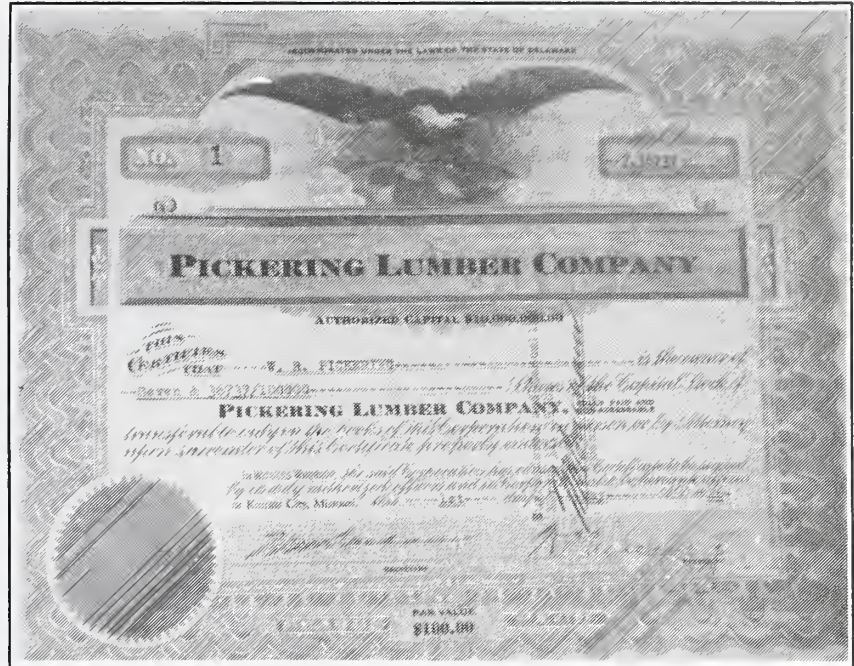
ENTER... THE PICKERINGS

In mid-April, possibly to support the SLC's existing business relationships with the large citrus industry and to promote other business connections, Steinmetz leased office space at the Title Insurance Building in Los Angeles. David H. Steinmetz Jr. would soon be appointed to head-up the Los Angeles office and direct the company's sales operations there (UD 5-28-21). The board of directors minutes for April 29, 1920 are significant for showing new

loans, a new nest of stockholders, and the new presence of the Pickerings, who would ultimately own the Standard and West Side lumber companies. These minutes reflected the familiar pattern of borrowing; this time, \$519,500 from Mrs. Sadie M. Robbins for one year at seven percent interest. Further, for an as yet unknown reason, the SLC's principal place of business was changed from San Francisco back to Sonora. The minutes also show a new share split

⁵⁰ *The Union Democrat's* chief competitor was *The Banner*, also a Sonora newspaper. *The Banner*, at least by 1920, took a distinctively sour view of the Standard and, later, the Pickering Lumber Company. Further, *The Banner* apparently reflected the views of many in the community's business circles (cf. UD 11-27-20).

*Pickering Lumber Company
stock certificate No. 1, in the
name of W. R. Pickering,
Fibreboard Corporation;
P. A. Conners, photographer*



for the Robbins family's stock to take effect June 4, 1920: Sadie was to become owner of 5,675 shares, while 945 5/6 shares were to be owned by each R. D. Robbins Jr., L. M. Robbins, Marie Robbins Hilbert, and Emma Robbins Sutton.⁵¹ During this same meeting, a momentous shuffle of directors and officers had John G. Sutton resign as vice president and director and W. A. Pickering elected as director and then vice president to take Sutton's place; Sadie M. Robbins resigned as director and Mr. J. F. Shuman was elected to take her seat; R. D. Robbins Jr. resigned as president and director and W. R. Pickering was elected to take his seat as president and director; Steinmetz was elected assistant secretary; Lloyd M. Robbins resigned as secretary and treasurer, and Pickering's long-time associate, T. M. Barham, was elected secretary; finally, W. A. Pickering was elected treasurer. During the next day's continuance of this portentous meeting, though *ex post facto* of his replacement, Rassenfoss resigned as assistant secretary (S. A. SLC Minutes 4-18-20; 4-29-20; 4-30-20).

In April 1920, J. V. Wulff, Supervisor of the Stanislaus National Forest, announced a three million board foot sale of government timber to the SLC. Located on 120 acres on the ridge between the south and middle forks of the Stanislaus, the timber was to be reached by the grade built in 1919 from Jenness Flat. The SLC planned to log the

"Owing to the numerous curves and the steep grades, a train of 10 to 12 loaded cars is the maximum which can be handled with safety. Logging is done entirely by means of donkey engines and chutes. The steepness of the slopes and the rough character of the topography encountered throughout the company's operations, and which likewise prevail through the proposed sale area, make it essential to use large donkey engines to insure profitable logging, two sizes being employed: 11" x 13" and 12" x 14". Mainline cable is 1 1/4" to 1 3/8", with 3/4" backline. Trees are yarded in two, three and four log lengths and bucked to 16 feet by steam dragsaws at the landings."

Forest Service description of the Old Miners Ditch Unit, October 20, 1920

area in the 1920 season and to remove the rails to the timber in the fall (UD 4-24-20). A Forest Service timber sale description for the Old Miners Ditch Unit offers a nuts and bolts picture of the way logging was done at this crossroads in the railroad logging system's history. Written October 20 for a SLC sale designated August 9, 1920, the

⁵¹ John G. Sutton was noted as Emma's attorney; he was the son-in-law of Sadie and R.D. Sr.; R.D. Jr. was noted as attorney for Marie Robbins Hilbert.

ENTER...THE PICKERINGS...



*High lead logging on a government timber sale to the Standard Lumber Company in about 1920.
USDA, Forest Service, Pacific Southwest Region*



*Sugar Pine Railway locomotives were fueled with oil.
Manuel J. Marshall collection*

Cordwood stacked by the steam donkey for use as fuel.
 USDA, Forest Service,
 Stanislaus National Forest



Forest Service official noted that the Sugar Pine Railway used 40 foot flats equipped with four bunks, built to accommodate two piles of 16-foot long logs, each. The average capacity per car was 8,000 board feet of saw timber.

Owing to the numerous curves and the steep grades, a train of 10 to 12 loaded cars is the maximum which can be handled with safety. Logging is done entirely by means of donkey engines and chutes. The steepness of the slopes and the rough character of the topography encountered throughout the company's operations, and which likewise prevail through the proposed sale area, makes it

essential to use large donkey engines to insure profitable logging, two sizes being employed: 11" x 13" and 12" x 14". Mainline cable is 1 1/4" to 1 3/8", with 3/4" backline. Trees are yarded in two, three and four log lengths and bucked to 16 feet by steam dragsaws at the landings. Loading is done both from an auxiliary spool on the bull donkeys and by small loading donkeys. The Company, at present, has two of the latter. Two Dolbeers were used in clearing rights-of-way and in constructing chutes. Oil is used exclusively for locomotive fuel and limb wood for all donkeys.⁵²

⁵² Except in an emergency, the steam locomotives on the Sugar Pine Railway and the Standard Lumber Company lines were fueled with oil. Some of the advantages of oil over wood or coal were itemized in a paper presented at the Pacific Coast Logging Congress held at Hoo Hoo House in the A.Y.P. (Alaska-Yukon-Pacific) Exposition Grounds at Seattle on July 19, 1909. Among the advantages were that it would "totally eliminate the danger of fire from locomotives," that it was easier to handle and that it reduced repairs to locomotive boilers due to sudden extreme temperature changes. "As we all know, a good coal or wood fireman is a rare gem in a logging camp and his education is the work of months. With oil, any man who knows enough to open and shut a valve, can be made into a competent oil fireman inside of a few days.... In ascending heavy grades, such as are frequently encountered in logging, preparation has to be made by having [the] boiler full of water and a heavy fire going. If the grade is long, stops must be made for getting more water in the boilers, as under these unusual conditions, locomotives as a rule have not sufficient steaming capacity to meet these demands. If your grade is short and light work is to be done at top of grade, your engine is wasting fuel by blowing off for some time afterwards. With oil this is all changed...." (Pacific Coast Wood and Iron 8-1-09:16c).

Note: Hoo Hoo was a lumbermen's fraternal organization. Under the umbrella organization, there were local Hoo Hoo Clubs. In Tuolumne County, the local Hoo Hoo appears to have met monthly in Sonora, while the Central California Chapter, to which the local club was attached, met annually. Early membership related to the Standard and Pickering lumber companies is not yet known, however, by the latter 1930s, Ben Johnson was a member.

ENTER...THE PICKERINGS...

Horse logging is impracticable in this section of the forest.

The report went on to justify the use of high lead logging in parts of the sale, noting that the damage to the trees would be outweighed by harvesting "these ordinarily inaccessible groups of overmature trees" (USDA/FS 1920).

Published details of the Standard Lumber Company's purchase by Pickering went only so far as to say that the money involved ran into seven figures and that W. A. Pickering would own over ninety percent of the corporation's stock; that which had previously been vested in the estate of R. D. Robbins Sr. Included in this purchase was, of course, the Standard's subsidiary, the Sugar Pine Railway. Observers of the transaction reported that Pickering contemplated increasing the capacity of the saw-mill at Standard City "to handle many more millions of feet of lumber than has been the output in previous years." Pickering retained Steinmetz to direct the expansion (UD 5-1-20).

The unbroken record of the company's board decisions ended with the Pickering takeover; the next pages of the minute book compose only a scattering of entries dated between 1922 and the spring of 1923. In 1922, the Standard Lumber Company's bylaws were amended and the stock ownership was shown with W. A. Pickering having 13,349 shares and W. R. Pickering, J. F. Shuman, L. M.

"The sale of the Standard Lumber Co's holdings in Tuolumne county, after months of negotiation, was consummated in San Francisco, Thursday evening of this week. The purchaser was W. A. Pickering, a prominent lumber man of the west, and who has become quite well-known in this section by his frequent visits here of late months."

The Union Democrat, May 1920

Robbins, and Steinmetz owning five shares each. Bylaw amendments included having the company's officers be a president, two vice presidents, a secretary and treasurer, and an executive committee consisting of a chairman and two members. For terms of one year, W. R. Pickering was elected chairman of the board, W. A. Pickering President and Treasurer, Steinmetz Vice President, Walter Robison Vice President and T. M. Barham Secretary. The Pickerings and Steinmetz were elected as the executive committee for the year. It was in 1922 that Steinmetz reportedly left his West Side Lumber Company duties to concentrate on affairs at Standard. On June 18, 1923, the company moved its principal place of business from Sonora to Standard (S. A. SLC Minutes n.d.:286; 5-19-23 and UD 7-5-30).



Dolly Mills, left, is responsible for many of the images of Standard and Pickering lumber company woods life. June Madrid, third from left, when in her 90s, enriched the Stanislaus National Forest's collection of railroad logging photos by offering the opportunity to copy her collection taken by her friend, Dolly Mills. While her husband worked with steam donkeys, Dolly avidly took photographs of woods workers and camp life—showing a side of railroad logging seldom seen. Lena Fish is second from the left, and June Madrid's husband, Maurice, is sitting at the base of the tree. Maurice Madrid was a steam shovel operator. June Madrid Collection; USDA, Forest Service, Stanislaus National Forest

PAYROLLS AND INVESTMENTS

Payroll registers listing work functions and locations provide an indication of where the company vested its energy through various periods in its history. For example, the 1920 payroll—a period of transition in ownership—showed that the survey crew worked on a line from Lyons Dam to Deer Creek. C. W. Terry was apparently the foreman, earning \$12 a day with the three-man crew earning between \$3.50 and \$4.50 a day. Shell Siding was built in this vicinity. Named for the Shell Brothers who had extensive cattle operations in the area, it was located at Milepost 23.65 and could handle 30 cars.

The payroll for the Standard plant during the period from February 16 through 20, 1920 showed that there were 311 workers, some of whom were engaged in construction of a new, reinforced concrete dam; probably the reservoir to supply the needs of the company town at Standard. The April 1 through 15 ledger listed 379 workers, again with a note on the last page reading: "New Dam." Many of these workers, particularly those in the factories, may have been youngsters; Marshall and Dambacher commented that they had worked in the box factory. Dambacher, for example, was 17, lying about his age since workers there were supposed to be 21. They recalled that pay differentials between workers seemed capricious, that there was a great deal of sawdust in the air at the factory, that they did not get breaks, and that work days were 10 hours long. Further, one could be fired from his job for the most minor infraction, though he would often be rehired the next week (USDA/FS interview Dambacher and Marshalls 1982).

Sixty-two men worked on the construction crew in June 1920. Their pay rates generally ranged between \$4.50 and \$5.50 a day, and some crewmen worked every day of the month. The summary of the June 1920 construction crew payroll was:

RR Construction Coupons	\$ 61.00
RR Operating - Board	1,213.50
Dr. E.T. Gould	61.00
Transportation Advanced	47.55
Sierra Rwy. Spec. Fares	9.90
RR Pay Roll	5,473.90

Fifty-seven men appeared on the railroad construction crew payroll for July 1920.⁵³

The May 1920 logging camp payroll shows that Camp Rath was in operation with 184 workers, including Mrs. George Archibald. Camp employees averaged \$88 twice per month, exclusive of deductions. The Camp Rath payroll for July swelled to 205, and listed head hooktender George Archibald (Archibald Siding), Lawrence Crandell



Washing grimy work clothes was not as easy as throwing them into a washing machine. Steam shovel operator, Maurice Madrid is pictured churning his clothes in a wash bucket while it appears that the man in the background is taking a break with some liquid refreshment.

June Madrid collection; USDA, Forest Service, Stanislaus National Forest

⁵³ Workers included steam shovel operator Maurice Madrid as well as A. P. and C.E. Madrid.



Standard Lumber Company's Camp Rath. Rath operated as a logging camp from 1919 through 1921. June Madrid collection; USDA, Forest Service, Stanislaus National Forest

(camps Crandall and Crandall-in-the-Hole), B. B. Graham and D. J. Stearitt as earning \$9 a day; the next highest rate for camp work. Showing a presence of women on the woods payroll, Miss Arle and Mrs. L. Crandell were also listed; probably performing cooking duties. M. W. Rath

was apparently the woods superintendent and earned \$300 per month and board, or \$10 per day. The charge for board at Camp Rath was about \$1 a day. Below is a typical entry for Camp Rath from the May 1920 payroll:

Tot. Days	Rate	Amt. Earned	Tot. Dedns	Bal. Due	How Paid Bank Check	Store	Board	Hosp.
Lavaroni, Tom 29	8.00	232.00	39.00	193.00	177765	7.00	31.00	1.00
Martinez, Juan 27	4.75	128.25	34.00	94.25	177785	2.00	31.00	1.00



White Oak and Cedar Rest boarding houses, both built in 1921, were located on Oak Avenue, the main street of the company town. The Community Church is pictured to the left of Cedar Rest and, as of 1995, is still standing. Lundquist boarding house was kitty-corner from the White Oak Inn.

D. H. Steinmetz collection; Tuolumne County Museum, Walter A. Scott, photographer

The interior photograph of the Cedar Rest rooming house's sitting room at Standard City accented home-like surroundings and was intended to evoke a feeling of being part of a family.

D. H. Steinmetz collection; Tuolumne County Museum, Walter A. Scott, photographer



PAYROLLS AND INVESTMENTS

The "Hospital" column was followed by "Miscellaneous" and signature columns, where it was not uncommon for another employee to sign for the wage earner.

The payroll for the Standard plant during July 16 through 31, 1920 listed 354 workers. The White Oak Inn and Cedar Rest provided room and board. Salaries for the period at Standard totaled \$23,376.06 and the salary deductions totaled \$2,888.25. The breakdown of deductions was:

Store account	\$1,982.00
Board	311.60
Hospital fees	60.00
Misc. (cabin)	3.50
Wood [block wood]	23.50
White Oak Inn	204.00
Cedar Rest	112.40
Transport'n advance	83.50
Ind.[ian?] Emp. Agcy	20.75
Standard restaurant	87.00

The train crew payroll for July 1920 indicates, through coupon use, that the crew worked out of Camp Rath at this time. Top wage earners were S. H. Barnum, \$.60 per hour; J. Wynn, \$.65 per hour; Ed Hallrock, \$9 per day, and G. Van Patten, \$.65 per hour. There were 28 workers on the train crews for the first period in July and 30 for the second period. M. J. Marshall, author of *Sugar Pine Railway Memories*, is shown as having worked 143 1/4 hours at \$.50 per hour earning \$71.60 for the first period in July, with no deductions.

Unfortunately, the payroll register does not indicate the location of the work being done by the section crews during the summer of 1920. However, it does indicate that the crew numbered 122 men and that most of the surnames were Hispanic.⁵⁴ A representative sample of names from the payroll for July 1920 is:

Justo Arsuo	P. Alveres
James Allison	Ramon Aguyo
R. Villa (Billa)	L. Biyra
G. Dectolloto	A. Barbera
A. Basquez	Mrs. J. Bennett
J. Bennett	Luis Biramonte
James Bordon	G. Baroso
D. Castro	D. Cadena
Arturo Contrera	



Sugar Pine railroad logging system section crews were largely composed of workers having Hispanic surnames. June Madrid collection; USDA, Forest Service, Stanislaus National Forest

The last tab in the payroll for the Standard Lumber Company lists the only workers in the Sugar Pine Railway office—probably train dispatchers—as L. W. Leighton at \$150 per month and P. E. Parke at \$150 per month. Each had a \$.75 deduction for the hospital fee, yielding \$149.25.

Even more directly than payrolls, investment ledgers also indicate the company's direction and momentum. The June and July 1920 investments show an entry for "brick plant construction." In November 1920, Pickering purchased a locomotive for \$5,850, presumably for use in yard switching. Looking toward expansion of the railroad logging system, the company also purchased 40 sets of car wheels for \$2,600 and additional rail for \$14,563.97 along with 160 "complete sets car wheels, axles & drawheads" for \$10,439.02.

⁵⁴ Archaeologists should expect to find signs of this ethnicity in section crew camps, or conversely, to differentiate section crew from, for example, logging and train crew camps.

OF PULSING LABOR UNREST AND OF RACISM...

"The [four] brakemen on two of the logging trains which ply between Standard and Camp Rath on the Sugar Pine Railway refused to take their trains out last Monday morning.... The trouble has been brewing some little time, the men being dissatisfied with their rate of pay, which was 53 cents per hour.... D. H. Steinmetz went out to Standard and saw that the men were firm in their stand. A bunch of the negros [sic.] brought into work in the sawmill were standing nearby and he called out to them if any of them knew anything about railroad-ing. Five responded, submitting their railroad clearance cards. Four of them were employed on the spot and the two trains pulled out for the logging camp."
The Union Democrat, September 1920

Labor beefs continued to crop-up from time to time. Four brakemen, contending that they should be paid the government rate of 65 cents per hour, lost their jobs in a small walkout in mid-September 1920. The "brakies" believed they were entitled to the government's wage regulations, while the company insisted that, since it was not engaged in interstate commerce and since it was almost entirely an industrial railroad logging operation, government wage rules did not apply. The company had reportedly been willing to increase the brakemen's wages a notch, but not the full 12-cent per hour difference that they demanded. The four African-American workers who saved the day, were allowed to save one day only.... The newspaper apologetically explained that "The employment of the negros [sic.] in this service was solely to keep the logging trains moving to avoid congestion at the camps. The next day one train was supplied with white men and since [then] white men have been put on the other train" (UD 9-18-20).

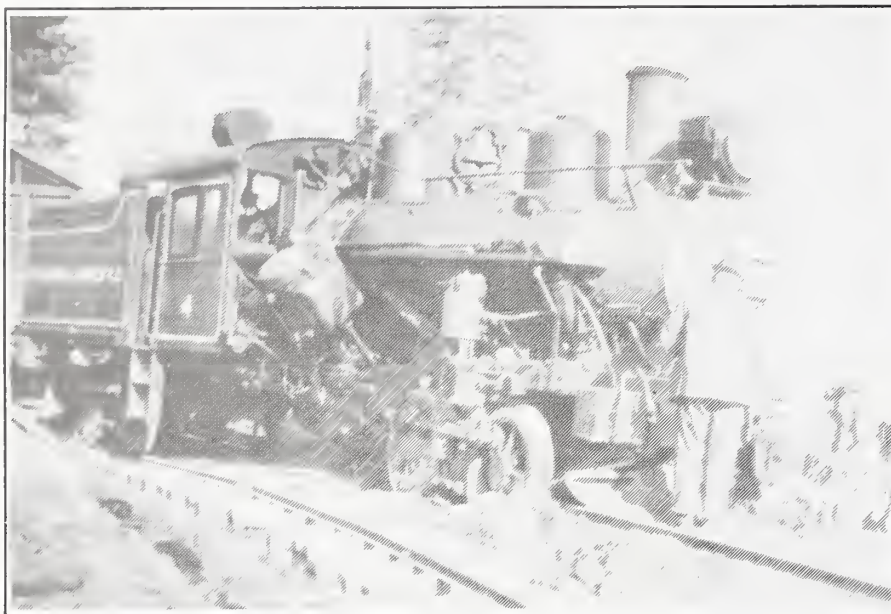
These African-American sawmill hands had just recently been hired at the Standard mill. The local newspaper reported on the gossip that the company "was contemplating supplanting all its Mexican peon laborers at the Standard City sawmill and factory plants with negroes [sic.], if white help was not obtainable." Giving credence to the rumor, in mid-September 1920, 22 black workers were brought to the Standard Sawmill and put to work. The newspaper speculated that they had originally been recruited from Chicago as scabs during the San Francisco stevedore strike. It was further noted that most of them had served during World War I in France. Tuolumne County residents generally viewed the black men's arrival "with regret... and some were inclined to believe that it was but the preliminary movement to supplant the white mill and factory workers with the child of Africa." Steinmetz further confirmed the rumor of replacing Mexican workers with African-Americans. In a brief interview with a reporter from *The Union Democrat*, Steinmetz noted

that he intended to "retire" all the company's Mexican workers, saying that "after long trial, [they were] found lacking." Reflecting the racism of most whites of his day, Steinmetz was quoted as saying:

[The Mexican workers] are lazy and shiftless, are rolling cigarettes half the time, cannot understand or talk the English language, and we have resolved to do away with them entirely. These particular negroes [sic.] were recruited for night shift work in the sawmill because white hands were not available and our need for labor was pressing and it was imperative that we secure any hands we could get.... Other mills in the State have been obliged to employ large numbers of negroes [sic.] in order to keep their plants in operation, and in a limited way, we were forced to do the same.

The article went on to assuage some white readers' fears that hiring African-American workers was not part of a larger scheme of labor importation by Pickering from his home territory in the southern states (UD 9-18-20).

Feeding more uneasiness with the company's dealings, the Sonora sash and door factory was abruptly shut down without prior notice in late November 1920. Citing poor lumber markets and high production costs, Pickering had ordered Steinmetz to close the doors to its 150 to 225 employees with no word as to when operations might resume. Trying to salvage the company's honor, Steinmetz was quoted as saying that "...the local factory has been maintained in Sonora many years at a positive loss to the company in that it has to handle the lumber a second and third time before used for manufacture. When finances were available, purely sentimental reasons intervened to prevent its removal." Signaling that the Pickering owners intended



1921 derailment of Heisler Number 4. Note the tender is lettered for the Standard Lumber Company.

R. W. Grummett collection

to play hardball, Steinmetz also attacked *The Banner* newspaper and the "brazen impudence" of its C. P. Jones. Seeking to somehow coerce the business people who supported *The Banner's* position, Steinmetz said that "it may be, and surely will be, that the Sonora factory will never turn another wheel, if the business element of the community is to back up a newspaper in its campaign of lies and abuse [against the Standard/Pickering Lumber Company]" (UD 11-27-20).

An important change took place on Pickering's logging railroad in 1921, the year it formally became exclusively an industrial railroad and gave up its common carrier status while operating over Sugar Pine rails (Marshall 1991: 102). Sugar Pine Railway attorneys, from the firm of Morrison, Dunne & Brobeck, applied to the Railroad Commission of California in behalf of their client for an order permitting the Sugar Pine to discontinue as a common carrier.⁵⁵ During the January 21, 1921 hearing before the commission, a statement—prepared on SLC letterhead using its Kansas City, Missouri address—argued that from January 1, 1918 to September 30, 1920, the Sugar Pine Railway had suffered a loss of \$70,570.26.⁵⁶ "From the reconstructed balance sheet... there is an actual total deficit of \$266,155.68 and... the Sugar Pine Ry. Co. owes

The Sugar Pine Railway received approval from the Interstate Commerce Commission to abandon its line of railroad as a "Public Necessity and Convenience." It was, thereafter, no longer a common carrier railroad.

September 24, 1921

the Standard Lumber Company \$416,292.63 which does not include any interest on open account. Further it will be necessary that the Sugar Pine Railway be entirely relaid with heavier steel before next year's operations, in fact we have already arranged for the purchase of 70# steel to be used in relaying the track, this purchase being made from Mr. Jno. G. Sutton" (S. A. SPRwy 1920). September 24, 1921, the SPRwy received approval from the Interstate Commerce Commission to abandon its line of railroad as a "Public Necessity and Convenience" (S. A. SPRwy 1921). Thereafter, the SPRwy canceled its freight tariffs and could abandon its railway operation as the stockholders saw fit. (See appendix, page 292, for financial statements supporting the application.)

⁵⁵ Morrison, Dunne & Brobeck's offices were also in the Crocker Building in San Francisco.

⁵⁶ By at least December 1921, the SPRwy letterhead showed its general office in Sonora and corporate office at 1013 R. A. Long Building, Kansas City, Missouri. W.R. Pickering is listed as president of the Sugar Pine Railway Company, W. A. Pickering as vice president, T. M. Barham as secretary, and Steinmetz as general manager.

5

- Aug 5th 1921
- 1 OGE Eng 5
Long Siding
Eng 5 run extra Long Siding to Rath Station and
return to Reeph this Order expires at 6 am
Gunnell 1130 am DR
 - 2 OGE Eng 5
Long Siding
Eng 5 run extra Long Siding to Rath
and extra to Reeph at Newell
Gunnell 6 am DR
 - 3 OGE Eng 5
Ralph
Eng 5 run extra Ralph to Long Siding
and extra to Reeph at Newell
McMaster 6 am DR
 - 4 OGE Eng 5
Long Siding
Eng 5 run extra Long Siding to Newell
McMaster 8 am DR
 - 5 OGE Eng 5
Newell
Eng 5 run extra Newell to Long Siding
McMaster 9 am DR
 - 6 OGE Eng 5
Long Siding
Eng 5 run extra Long Siding to
Rath Station, Call at Reeph for
orders
McMaster 9 49 am J. D.
 - 7 OGE Eng 5
Rath Station
Eng 5 run extra Rath Station to Long
Siding, Call at Reeph for orders
McMaster 12 pm DR
 - 8 OGE Eng 1
Eng 1 run extra Long Siding to Reeph Can at
Rath Station for orders
McMaster 3 pm DR

"At Camp Pickering, which is now being established about two miles above the location of Camp Rath, large canvas tents are being erected, equipped with beds and bedding, which means sheets, pillow cases, mattresses and blankets, for the workers. In fact the lodging quarters are to be made as convenient and comfortable and sanitary as a model hotel.... No longer will the boys be seen trudging to the logging camps with their roll of blankets on their backs."

Union Democrat, April 1921

Perhaps an innovation brought to this operation by the Pickering's' experience in the southern pine forests, the 1921 investment ledger indicated construction of 35 "tent cottages" and a "canvas cottage" built in April. In May, another four tent cottages and in July another two were built. These tent cottages apparently first appeared at Camp Pickering I at Pedros Corral (USDA/FS interview 1982). A newspaper article in the spring of 1921 boasted that the company, "concerned about the health and safety of its employees," was making improvements that would mean that loggers no longer needed to carry their bed rolls into the woods. Camp Pickering I was being established using large canvas tents, "equipped with beds and bedding, which means sheets, pillow cases, mattresses and blankets, for the workers. In fact the lodging quarters are to be made as convenient and comfortable and sanitary as a model hotel. As in past years the camp will be supplied with fresh fruits and vegetables daily, fresh meats of all kinds, and none but expert chefs will be employed in their preparation and service." Upgrading of camp conditions was a direct effort to attract and retain reliable loggers, the article citing past difficulties caused by the "unreliability of a certain class among the labor element." The company was reported to have invested \$15,000 in new equipment and to have contracted with a local steam laundry to keep the linen clean. The company was slated to erect a similar camp on National Forest land, near Cow Creek Ranger Station, adjacent to where the company had recently acquired half a million dollars' worth of government timber (UD 4-9-21). The woods operation closed out its 1921 logging season in



Standard and Pickering logging camps typically included family areas. June and Maurice Madrid's nieces play by their box car home. Note the logged-out background.

June Madrid collection; USDA, Forest Service, Stanislaus National Forest

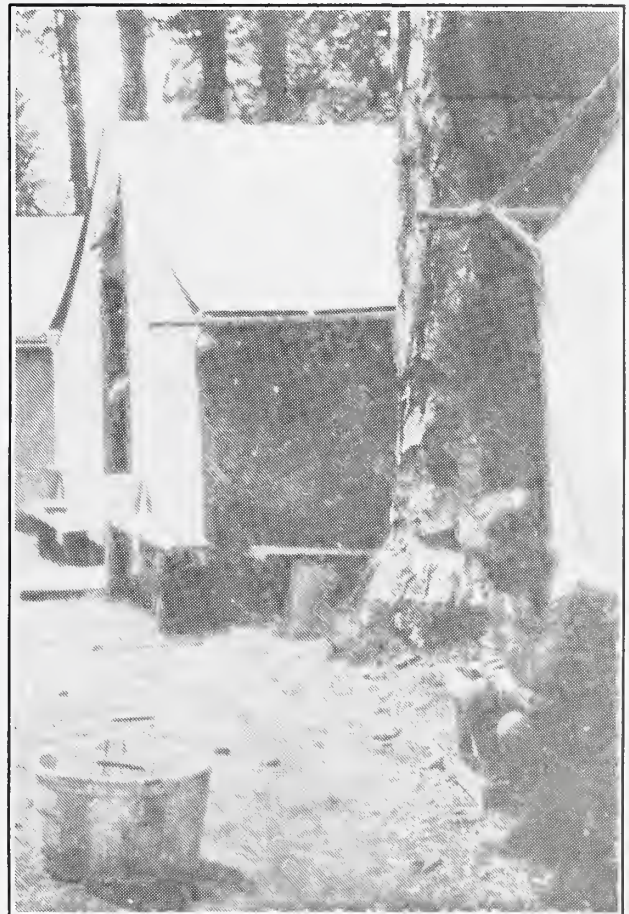
December; Camp Rath was moved at a cost of \$5,412.33 and Cow Creek Camp incurred an expense of \$3,369.45.⁵⁷ An investment was also made in 1921 for the Spring Gap pumping plant and water line.⁵⁸ For February 1922, the investment ledger showed construction of 30 movable cabins and indicated more expenses incurred at camps Cow Creek and Bumble Bee.

⁵⁷ Manny Marshall and Garnet Dambacher reported that Camp Rath had earlier been called Camp Crandall. They also commented that some of the buildings were left at Rath after the 1921 logging season because the switch engine "tied-up" there in 1922. There was an oil tank at Camp Rath for fueling the locomotives (USDA/FS interview 1982).

⁵⁸ Though the timing does not seem quite right, this may have been for Pickering's water pipe fed from Spring Gap and running to Schoettgen Pass. This water served PLC's locomotives and tank cars (USDA/FS 1940. See grant deed).



The Standard Lumber Company logger tent camp (above) predated the platform tents (right) used at Camp Pickering 1 in 1921 and 1922. The platform tents are stenciled with: "Standard Lumber Co.," and the close-up photo shows the scale and some of the construction details. June Madrid collection; USDA, Forest Service, Stanislaus National Forest





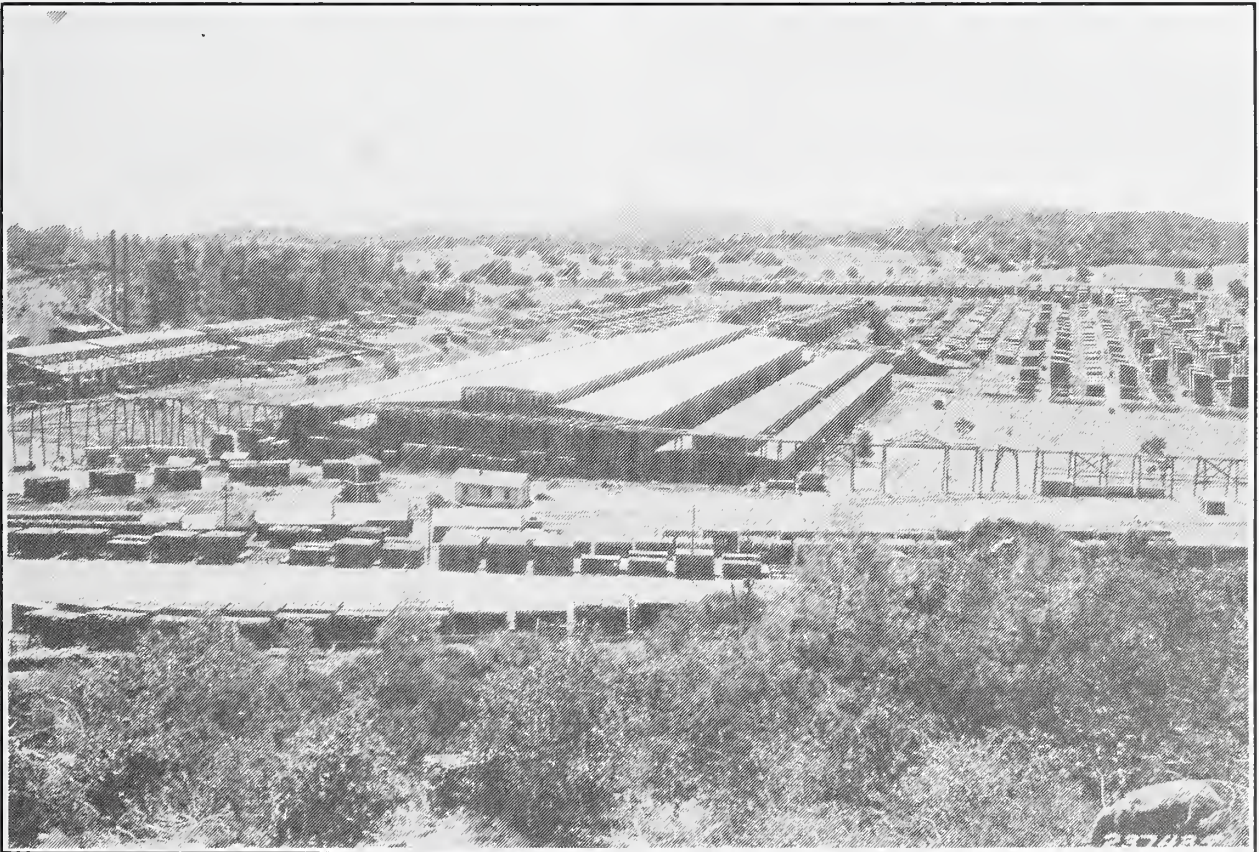
The platform tents are stenciled with: "Standard Lumber Co." June Madrid collection; USDA, Forest Service, Stanislaus National Forest



A 1922 entry of \$39,710.26 was shown for "yard construction;" moreover, construction of the monorail system at the Standard Plant had begun as of September 1922 for moving lumber from the mill to the yard. For 1922, existing improvements at the Sonora factory were listed as a boiler and engine house, sash and door factory and bridges, sash and door warehouse, three sheds, a buggy shed, block house, office building, shavings house, sawdust house, yard

office, blacksmith shop, fences and walks, machine shop machinery, dust collector system, electric lighting system, fire equipment, factory trucks, Cowan truck, sewerage system, warehouse track, and machinery. The valuation came to \$81,679.16. As reflected in the payroll and minute book, a new dam at Standard was constructed between 1920 and 1922, with a 1922 entry of \$86,864.92 for "pond construction" along with a delineation of expenses.

The 1921 photograph of a tent cabin at Camp Pickering 1 shows that workers sometimes built special additions on their cabins, such as this deck. The man with the jug is Bill Mills, the steam donkey engineer and husband of photographer, Dolly Mills. Apparently, tent cabins were not as well liked or as serviceable as the older cabins, since wood cabins soon reappeared.
*June Madrid collection;
USDA, Forest Service,
Stanislaus National Forest*



This 1920s Forest Service photograph of Pickering Lumber Company's Standard City plant shows, among other features, the monorail system.

Courtesy of USDA, Forest Service, Pacific Southwest Region, W. Hutchinson, photographer



Movable cabins were built so that they could be re-used at ever-changing logging camp locations. Cabins were usually built on wooden sleds or runners so that they could be pulled into position using a steam donkey. Garnet Dambacher and Manny Marshall remarked that, on moving day, workers simply left all their belongings in their cabins. At the end of the day, they would find their cabins as they had left them, except for being placed in a new camp.

June Madrid collection; USDA, Forest Service, Stanislaus National Forest

Expenses show-up on the investment ledger for grading at Lyons Dam Fill and for Horse Shoe Curve in January 1922.⁵⁹ Also in January, new steam donkeys were purchased—probably two. In April, a new yarding engine, Number 1847, was bought for \$13,500. That same month, PLC bought 170 second-hand, 52-pound rails (5,553 feet) and fastenings along with the Ocean Shore Railroad's car #40288 for \$979.78, plus freight. April expenses also show the PLC purchased 600 insulators and 10.5 miles of telephone wire. Expenses for May show that the lumber for stringing the telephone line was used for the Bumble Bee extension. Also in May, a two-speed yarding engine was purchased for \$13,500, along with 10,820 feet of cable, and an 85-ton Heisler steam locomotive was added to the roster for \$10,750, plus \$2,176.65 freight. In June, yet another yarding engine was purchased for Pickering's logging operations, and additional second-hand items were bought from the Ocean Shore: used 52-pound rail and cars numbered 41277, 41257, 93206 and 92100. In August and September of 1922, more, used 40-pound rail and cars were bought, this time from the United Commercial Company along with cars numbered 40848, 40079, [400?]69, 78861, 79287 & 1001. Included in this deal were angle bar, bolts and spikes. At least four of the Ocean Shore Railroad passenger coaches were outfitted by the PLC for use as dining cars, a kitchen, and a combination timekeeper's office and commissary on wheels. Their first reported use in Pickering operations was from 1928 until 1930 at Camp Strawberry 2. Having left these cars at Camp Strawberry 2 in hopes that the depression would be of very short duration, they were finally pressed into service for a few seasons beginning in 1933 when the Civilian Conservation Corps occupied this camp and utilized the cars.⁶⁰

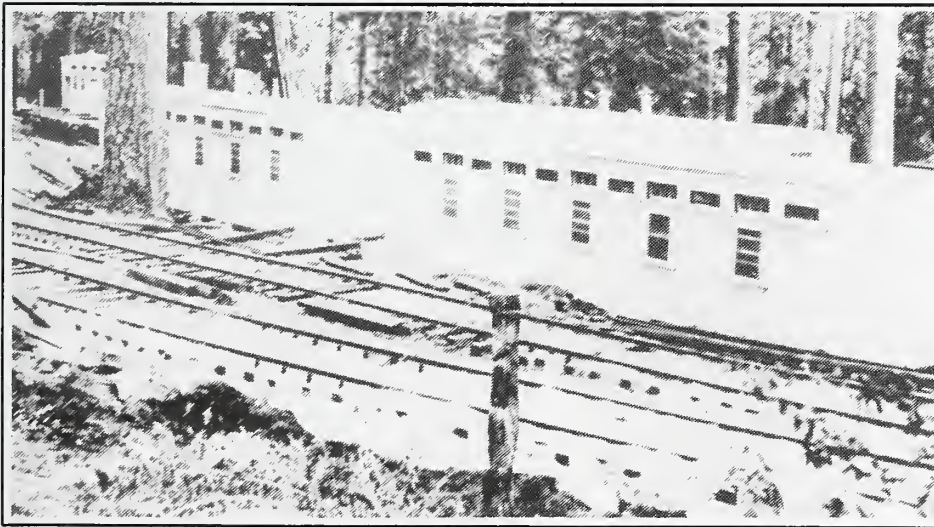
The company town at Standard also had an infusion of investment with the passing of the reins to the Pickering Lumber Company. Though the document was produced as of October 31, 1922, the "Plant Investment Ledger for the Standard Lumber Company: Recap - Buildings & Improvements - Standard Townsite" indicated that another

⁵⁹ According to Jim Smith's interview of Garnet Dambacher, Tom and Manny Marshall in August 1989, as originally constructed, Horse Shoe Curve would allow an engine and a maximum of 10 empties or else there would be a tight line derailment. The curve was reworked so that 20 or 22 cars could be pulled.

"Lyons Dam Fill" refers to the job of filling over the wooden trestle at Lyons Creek with dirt. The job had been started in 1920 when Pickering judged it would be cheaper to use a culvert and fill than to continue repairing the trestle timbers. To finish for the 1924 season, crews worked through the winter of 1923. The cookhouse for the crews at Lyons had been brought into service from Empire City (Marshall 1991:53).

⁶⁰ Other camps were also reused for other than railroad logging. Camp Bumble Bee was occupied at least in the 1941 season as a base camp for Forest Service blister rust crews. Being the intermediate host plant for five needle pine blister rust, gooseberry and currant plants were uprooted and destroyed in a campaign to rid the forest of the disease (UD 5-30-41).

*The railroad trestle across Lyons Creek—the object of persistent repair—was filled-in with earth during the winter of 1923. Crews worked long hours and long weeks in order to finish the job before the impending logging season.
Manuel J. Marshall collection*



*Passenger cars purchased by the Pickering Lumber Company and converted to dining cars and a paymaster office. The interior shot of the dining car was taken in about 1923. Sisters, Grace Sullivan (nee Esther Gustofson) and June Madrid are pictured, ready to serve a meal to hungry loggers at Camp Strawberry 2.
June Madrid collection;
USDA, Forest Service,
Stanislaus National Forest*



OF PULSING LABOR UNREST AND OF RACISM...

flurry of construction occurred there from 1920 through 1922.⁶¹ It also indicated the solid presence of African-American workers at the Pickering Lumber Company's (PLC) sawmill and town site by that date:

From Old Standard Town site account	\$92,507.62
Cabins from Old Standard yard account	2,740.00
Town site sidewalks and roads	4,751.41
Catholic church	3,378.44
Restaurant addition	1,683.34
15, 4-room cottages/Standard done summer/fall 1920	10,161.22
Water & sewer system done 1920-1922	14,501.41
Moving cottages to Standard done by Sep. 30, 1922	7,680.58
New 6-room house, Lot 82 done Sep. 1920-Mar. 1921	2,707.45
New house, Lot 83 done 1921	1,615.90
New house, Lot 84 done 1921	2,401.33
Hotel buildings (White Oak & Cedar Rest)	41,483.52
General Office, Standard - Foundations done 1921	13,147.87
General Office - Building done 1921	43,995.42
Office Garage done 1921	469.37
Negro Cottages done 1920-1922	12,541.08
Negro Boarding House done 1920-1921	2,736.80
Hog Feed Barn done 1922	<u>455.82</u>
	\$258,958.58

Old Standard Town site: Cookhouse was on Oak Avenue and building apparently included rooming house for the help, consisting of seven rooms—no bath; valued at \$1,304.

Union Church valued at	\$2,745.
Store Building	6,016.
Slaughter house & shed	729.
Pig house & pens	547.
44 cabins transferred from Old Standard Yard during October at a cost of	\$2,740.

This structure is to be the last thing in architecture and for office convenience.... A concrete vault in the rear, with three compartments in the basement, will extend above the main office floor, where it will enclose three steel-lined vaults for the protection and preservation of the more valuable books and papers of the company.

The Union Democrat, May 1921

In late December 1920, the Pickering Lumber Company was in the process of razing the dance pavilion at Standard City to make way for a new 100' x 100', red tile-roofed office building. The general office in Sonora was to be abandoned in favor of the new building. Additionally, a new, larger store was planned for construction at the site of the pool room, just west of the new office building, and the existing 100' x 150' store was to be converted into a clubhouse for Standard City workers. There was speculation that operations of the idle sash and door factory in Sonora would be moved to Standard. But, with the notice posted in the office in mid-December, the company made it clear that the Sonora plant would never be reopened :

NOTICE

TO SONORA PLANT EMPLOYEES

An anonymous report has been circulated about Sonora to the effect that the Sonora plant would resume operations directly after January first.

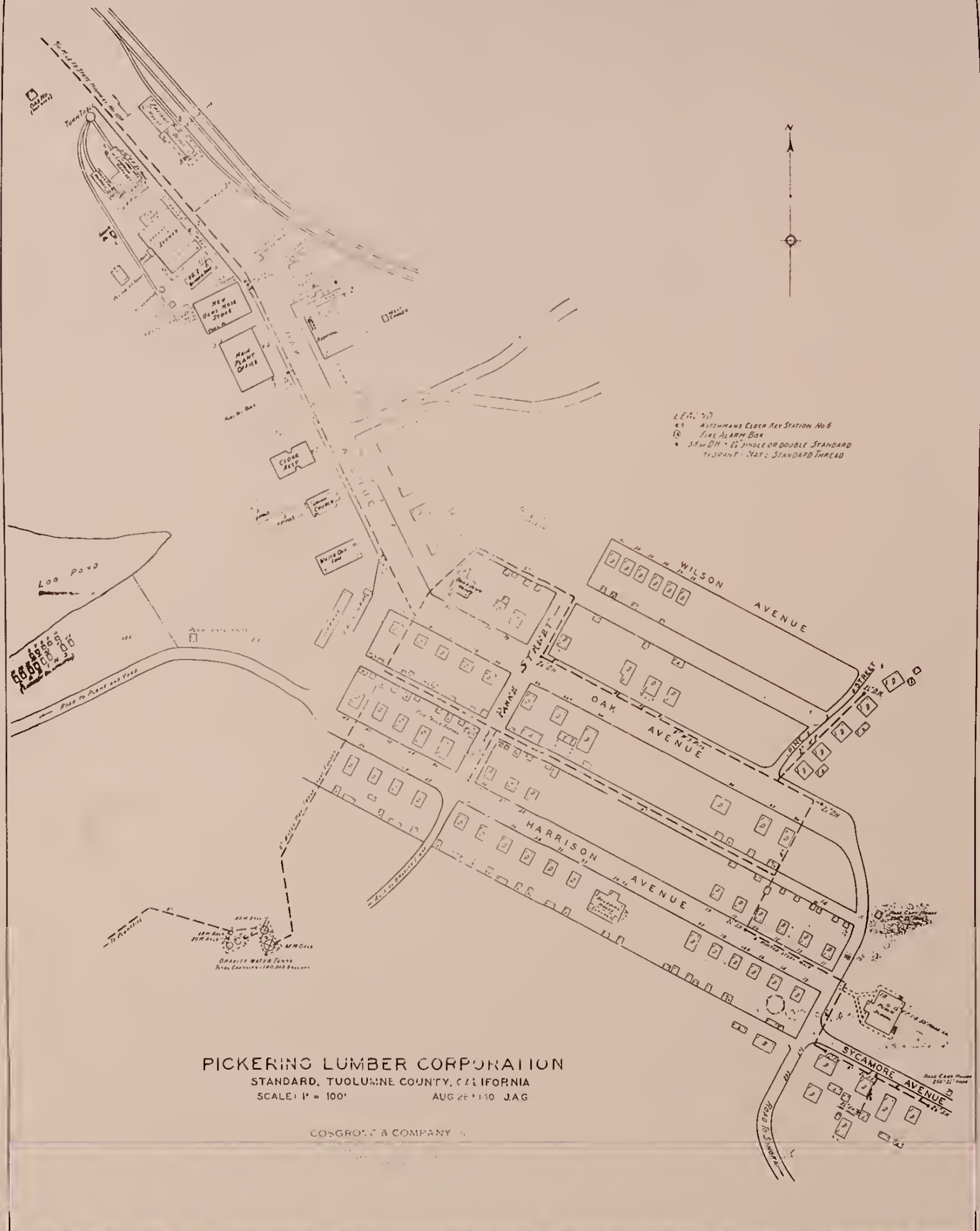
We wish to advise our old employees to seek employment elsewhere as it has been definitely decided that the Sonora factory will remain closed for an indefinite period.

D. H. STEINMETZ,
General Manager [UD 12-18-20:1]

Progress on the Standard office building was followed in the local paper, correcting the building's ground space to 80' x 100'. Sounding nearly identical to the building's 1995 interior appearance, the article described the plans...

This structure is to be the last thing in architecture and for office conve-

⁶¹ This ledger also indicates the address, house size, and value for each dwelling in the Old Standard town site.

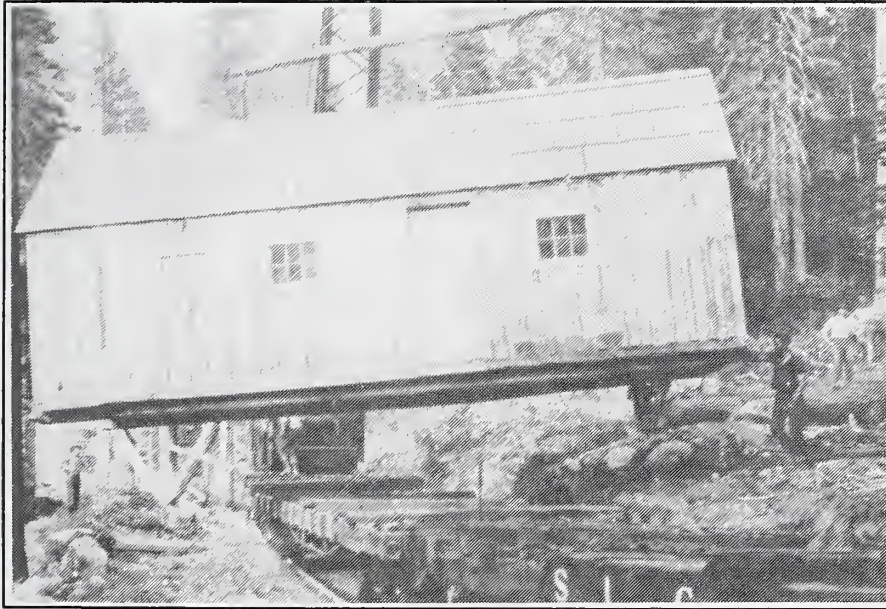


This 1940 plat of Standard and its main residential area shows some of the social and industrial geography in the various spacial relationships of the place: such as the locations of the boarding houses and the church, the main office and the hospital, the school and the family residences, and the dilapidated cabins and the log pond.
 Fibreboard Corporation

nience.... A concrete vault in the rear, with three compartments in the basement, will extend above the main office floor, where it will enclose three steel-lined vaults for the protection and preservation of the more valuable books and papers of the company. The west end of the structure will contain the offices of the paymaster, cashier, purchasing agent, train dispatcher and superintendent, while on the east end will be located the manager's office,

director's room, etc.. The general administration office will be in the center of the huge structure, occupying a space of 40 x 40 feet, conveniently partitioned from the lobby.

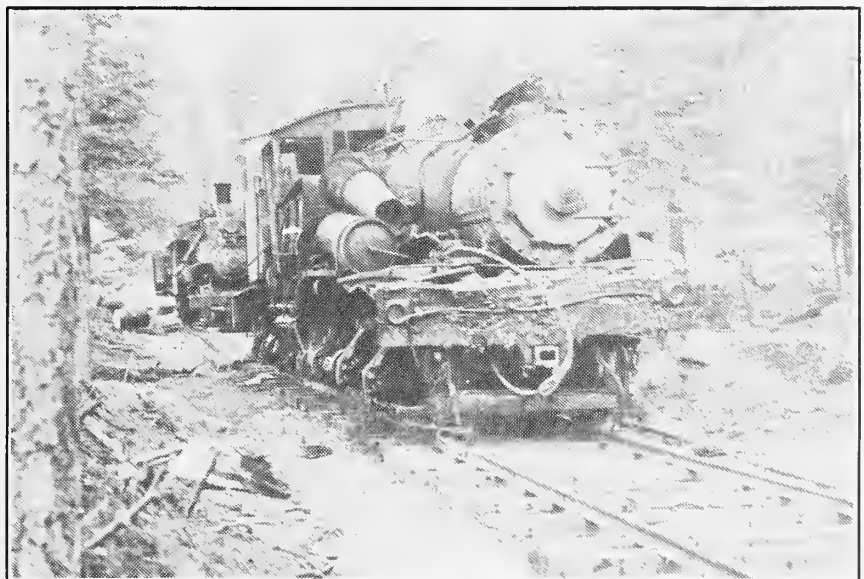
The rest of the article, dripping with superlatives, congratulated the Pickering Lumber Company enterprise at Standard, and mentioned its expansion in the form of its Los Angeles sales office. It further noted that the sawmill was running at full tilt, day and night, and was producing 300,000 board feet of lumber in a 24-hour period. The



A Brown hoist was used to unload cabins and other portable buildings at Camp Bumble Bee. Note the flat cars lettered for the Standard Lumber Company. This photograph was probably taken in 1923.

June Madrid collection; USDA, Forest Service, Stanislaus National Forest

Moving a wreck-damaged Shay out of Camp Bumble Bee. Austin Abbott collection.



OF PULSING LABOR UNREST AND OF RACISM...

logging camps were in full swing, and "truck loads" were being hauled from the "old Pap Williams place" (UD 5-28-21).

The 1923 season apparently began in March: Crandall opened on March 19, Camp Bumble Bee was operational on March 27, and Pickering was up and running on the twenty-ninth, although, it was apparently closed from June through the end of 1923. Cow Creek began operations on May 12. The report of logs loaded and then milled at the Standard sawmill shows that the camps in operation during that year were Bumble Bee, Cow Creek, and Crandall. Camp Pickering showed figures for May, but not for June or the rest of the year. For June, Bumble Bee had loaded 4,004,810 board feet of logs, Cow Creek 5,577,610, and Camp Crandall 5,970,570. The total board feet loaded for

all camps, to date for the season (that is, the end of June), was 25,072,730. The number of logs cut at the mill for June totaled 17,334 and for the year through June, 48,900 logs. There were also logs that were stored in the pond for later milling. For October 1923, Bumblebee loaded 3,816,820 board feet totaling 25,737,850 for the season; Cow Creek loaded 4,273,640 board feet, totaling 21,015,430 for the season; Crandall loaded 2,595,970, totaling 15,480,810 board feet for the season. The number of logs cut at the mill in October was 19,362, totaling 119,215 for the season through October (S. A. PLC 1923-1931). Now fully at the disposal of the Standard Lumber Company, on June 18, 1923 the Sugar Pine Railway's principal place of business was changed from Sonora to Standard.



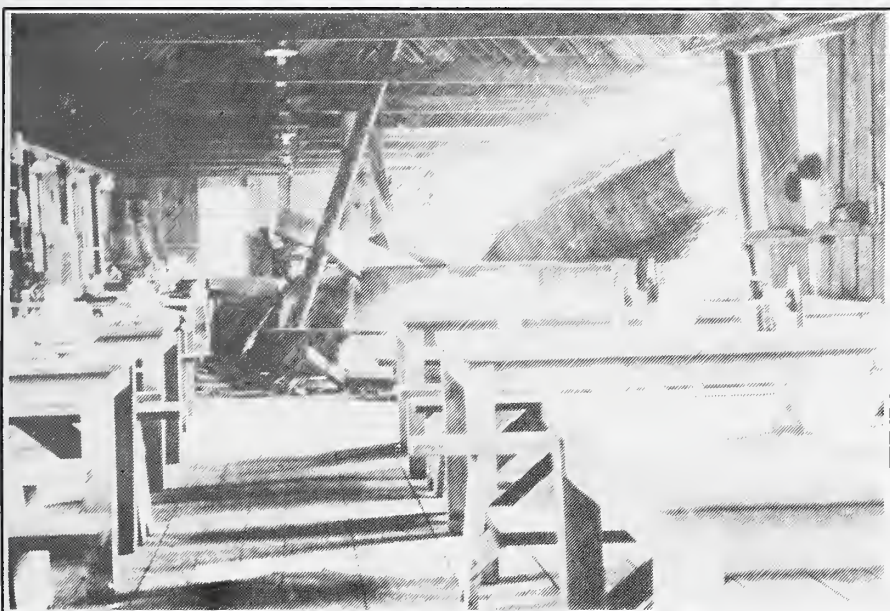
The new Camp Crandall, near Crandall Peak. One of the "old" camp Crandalls was known as Crandall-in-the-Hole. Used in the early 1920s, severe and persistent bedbugs and lice forced abandonment of Crandall-in-the-Hole and, uncharacteristically, most of its buildings were left to decay in the woods. Dolly Mills, Winnie Coughlin collection.

PRELUDE FOR CROSSING THE MIDDLE FORK

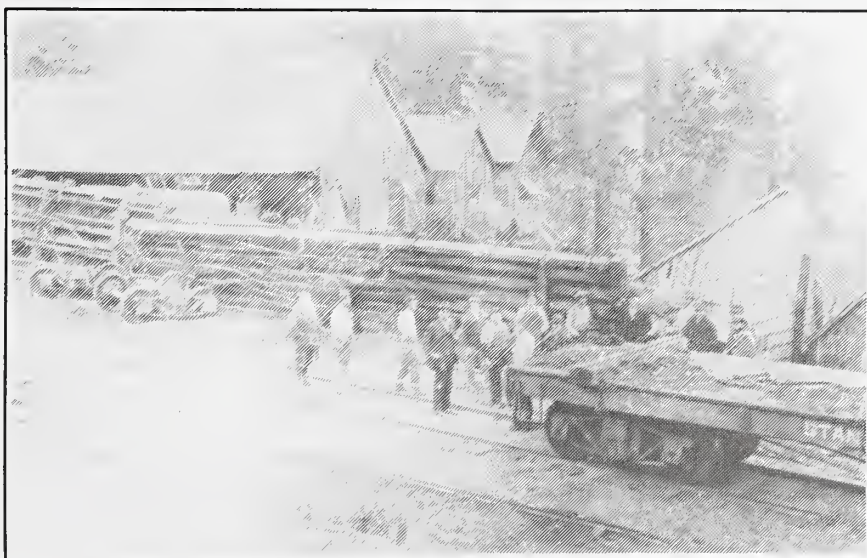
In November 1919, W. R. Pickering and his son W. A. —owners of extensive timber, real estate, and gas and oil interests in Louisiana, Missouri, and Texas and owners of substantially all the stock of the W. R. Pickering Lumber Company, a Louisiana Corporation—took an option from owners of the Standard Lumber Company's stock. The option allowed Pickering to purchase all stock of the SLC on or before May 1, 1920; Pickering exercised this option before the expiration date, on April 29. Most of the management at Standard remained, including David H.

Steinmetz as vice president and general manager. Six years later, the W. R. Pickering Lumber Company would merge into the Pickering Lumber Company, organized under the more favorable Delaware corporation law (S. A. PLC, Steinmetz 1-12-27).

One of the key considerations in Pickering's decision to buy the Standard Lumber Company was the promise of its north side holdings. Since 1902 and especially in the teens, SLC had purchased timber lands and stumpage rights and had negotiated with the U.S. Forest Service for poten-



On a cold, fall night in 1924, the conductor and both brakemen were riding in the cab of Shay Number 12 to stay warm. Until reaching the mainline switch, they did not realize that five loaded flat cars had broken loose. The runaway cars stayed on the rails until they jumped the track at Camp Bumble Bee 2, plowing into several track-side buildings, including the messhall. USDA, Forest Service, Pacific Southwest Region



tial timber sales and railroad rights-of-way north of the Middle Fork Stanislaus River. By the time of the SLC's purchase, it was estimated that nearly four billion board feet of timber would come from the north side, nearly equally split between PLC's private holdings and projected agreements for government timber.

A 1924-1925 preliminary railroad location survey with a three percent grade was rejected by W. A. Pickering, he being convinced that there was a more economical line between the north side and the Standard sawmill. In the summer of 1925, Pickering engaged the well-respected firm of Thomas & Meserve to locate and superintend construction of a railroad system package that would best get the company across the Middle Fork. R. E. Jackson, a consulting engineer for Thomas & Meserve, was in charge of both the railroad's location and ultimately superintending its construction. Meanwhile, Pickering had opened the

1924 logging season on April 1 with camps Bumble Bee, Cow Creek, and Crandall; they all shut down between October 11 and the thirteenth (S. A. PLC 1923-1931). Nationally, 1924 marked the first year that commercial sales of national forest timber exceeded one billion board feet; that still being a small fraction of the over 100 billion board feet produced nationally from all sources (Clary 1986:40).

1925 was important for another event that coalesced Pickering interests in Tuolumne County: in March, the W. R. Pickering Lumber Company purchased the West Side Lumber Company. When it reorganized and incorporated under Delaware law in April of the following year, it became common for the company to differentiate its in-county holdings as the Standard and Tuolumne divisions. Pickering continued to have other California holdings in Contra Costa, Siskiyou, and Modoc counties (Conners 1990:43-44).

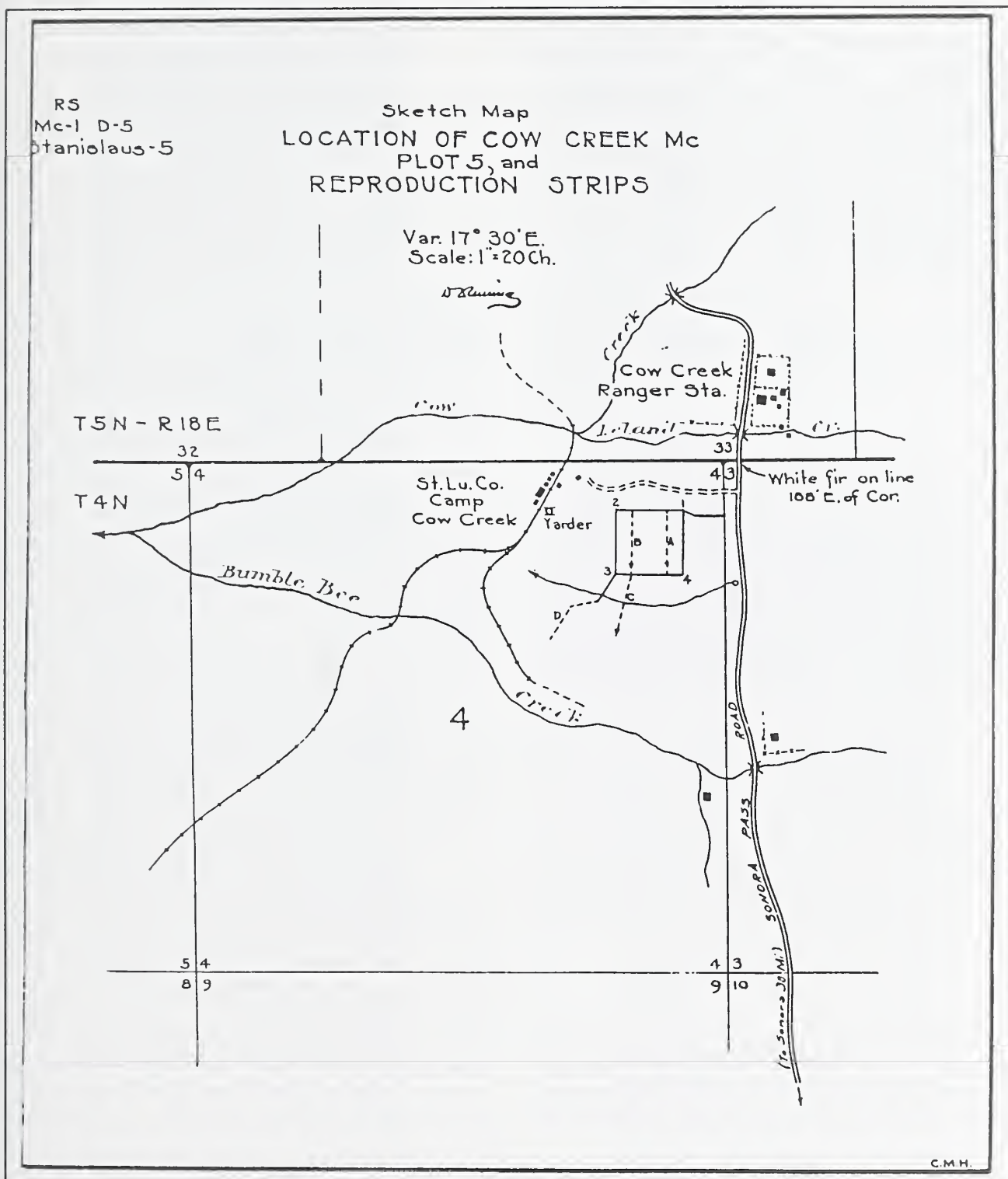
MORE COOPERATING AND MORE SPARRING WITH THE FOREST SERVICE...

Years ago Gifford Pinchot took a look at the Madera Sugar Pine Lumber Company sale area on the Sierra [National Forest] after cutting, held up his hands in horror and issued the dictum that no donkey logging would be allowed on the National Forests. The result was a considerable period of inactivity in timber sales and small receipts. Mr. Pinchot soon found out that the heavy timber of the Sierra Nevadas could not be logged on rough ground without steam machinery and that steam machinery could not be used in the forest without some injury to the trees left.... Ever since that time we have been making an effort to sell large quantities of stumpage with minimum damage in connection with cutting. In attempting to minimize damage we have had to row up-stream for we have had to fight the natural economic trend in the lumber industry which is, of course, toward lower logging costs....

T. D. Woodbury, Assistant District Forester for Timber, 1923

Also in 1925, the Forest Service designated another experimental forestry plot to add to its 80 acres in Cleveland Hollow. These new plots were just 15 chains southwest of the Cow Creek Ranger Station and almost one-quarter of a mile directly east of the camp that the Standard Lumber Company had established at Cow Creek in the northeast corner of Section 4 in Township 4 North, Range 18 East. (See timber sale description in appendix,

page 305.) This 10-acre plot was to study the effects of the company's harvest methods in old growth stands and to seek methods that would lead to adequate regeneration, particularly of the desirable pines (USDA/FS Oliver 7-9-87). The government timber sale under study had been designated with the date October 20, 1920, and the experimental plot logged under that sale generated a cornucopia of research observations, conclusions, and philosophical



This 1925 map of the Cow Creek experimental plots shows their location in relation to the old Cow Creek Ranger Station, now in the Bumble Bee recreation residence tract along Highway 108. It also depicts the Standard/Pickering Lumber Company's Cow Creek Camp, its spur line and even the location of one of its steam-powered yarding donkeys. USDA, Forest Service, Stanislaus National Forest

discussions about appropriate forestry practices in the context of fiercely competitive, bottom-line business. Among its observations were that over 37 percent of the reserved trees were destroyed and of those surviving, over 37 percent were seriously damaged. Additionally, over 75 percent of the advance growth smaller than 3.6 inches dbh was destroyed. Although the test area was from 1,400 feet to 1,700 feet away from the donkey—at the edge of yarding where damage normally is minimized—the unacceptable degree of damage was attributed to high power, two-speed steam donkeys, careless falling, failure to set blocks to avoid reserved trees, and lack of care in selecting locations for lines and log trails (USDA/FS Dunning and Show 5-25-23). Quoting at length from a memorandum responding to the L. B. Show and Duncan Dunning memo, Assistant District Forester for Timber wrote to the District Forester...

Years ago Gifford Pinchot took a look at the Madera Sugar Pine Lumber Company sale area on the Sierra after cutting, held up his hands in horror and issued the dictum that no donkey logging would be allowed on the National Forests. The result was a considerable period of inactivity in timber sales and small receipts. Mr. Pinchot soon found out that the heavy timber of the Sierra Nevadas could not be logged on rough ground without steam machinery and that steam machinery could not be used in the forest without some injury to the trees left. He also soon found out that the Forest Service could not make good on its boast that the National Forests were for use and that the Forests would be made self supporting in ten years unless mature timber in need of cutting was sold freely. Ever since that time we have been making an effort to sell large quantities of stumpage with minimum damage in connection with cutting. In attempting to minimize damage we have had to row up-stream for we have had to fight the natural economic trend in the lumber industry which is, of course, toward lower logging costs. We have prohibited high lead and high speed.

While I have not seen the ten acre tract involved in this study since cutting, I have seen a good deal of the cutover area and I presume that conditions on the

plot are about average. In some places on the area, which I have inspected, it has seemed to me as though too many of the trees left were being skinned. This I have attributed to the use of high speed donkeys. The contract in this case was written before we had started to prohibit high speed yarding and since the contract is not subject to reappraisal, this system of logging cannot be prevented. Aside from this feature, it has seemed to me that conditions on the area were about typical of other sales on similar ground in the Sierra Nevadas.

It is implied in the Research memorandum [by Show and Dunning] that there has been careless falling and lack of care in selecting locations for the logging lines. This should not be tolerated, and it is the [Stanislaus National Forest] Supervisor's problem to see to it that this is corrected. We have a man in charge of the sale who is considered capable and who has no scaling to handle. He should have ample time to supervise the logging carefully.

The Research memorandum presents a very dark picture at the first reading. Although the situation on the lot is evidently bad, there are a few bright spots that might be pointed out. Seventy-five trees over 18" in diameter have been left on the 10 acres.... While some of these have been injured, it is probable that most of them will recover. This number of trees of the size indicated should produce a stand of 8,000 or 10,000 feet to the acre in 50 years and should reseed the area nicely in case fire wipes out the reproduction present. Although the destruction in the seedling class has been large, it is noted that there are 649 seedlings left per acre less than 10' high. In planting, it has been our custom to plant between 600 and 700 trees per acre. If this can be considered as establishing a standard, then the area would appear to be fairly satisfactorily stocked with reproduction in spite of the destructive logging.

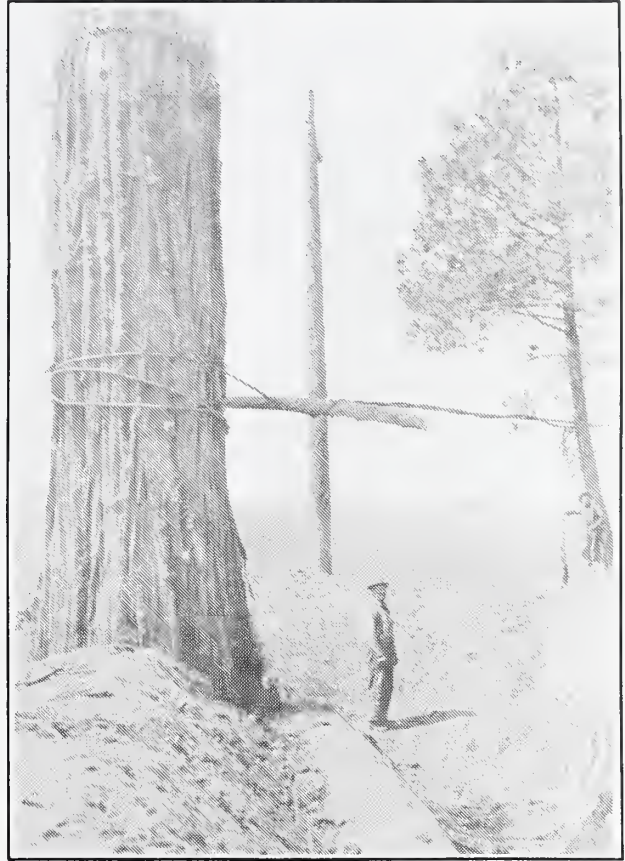
...While I hold no brief for the destructive logger, I sometimes feel that

investigators do not fully appreciate the problems of administrative officers who are caught between the urge from overhead to sell large amounts of timber and swell the receipts, and the urge from lumbermen to allow the use of destructive but cheap methods of harvesting the timber purchased. There is a common meeting ground somewhere and I am anxious to find it as anyone [USDA/FS Woodbury 8-8-23].

Research got something more than this lukewarm support when the California Forest and Range Experiment Station was officially created on July 1, 1926 under Director E. I. Kotok with Duncan Dunning on staff as chief of pine management. Perhaps owing to Dunning's familiarity with and deep interest in the Stanislaus area, a branch office of the California Forest and Range Experiment Station was established along the South Fork of the Stanislaus River near Strawberry, just across the river from Pickering's Strawberry 1 Camp. A headquarters facility for the Stanislaus Branch was soon built and a 15.5 acre experimental plot straddling Sections 19 and 20 of Township 4 North, Range 18 East was established in 1927 for studying—among other topics—tractor logging effects to the residual stand.⁶² But this theme of tension and mutual interest between research, the forester in the trenches, administration, and the logging industry would continue to play to the present.

Meanwhile, working the fall of 1925 and spring of 1926, Jackson and his survey crew relocated the Pickering's railroad grade, reducing it to 2.2 percent and increasing the length of the preliminary line by four miles. Once surveyed across the Middle Fork at Beardsley Flat, the control point on the north side was Soap Creek Pass.

In accord with the new location, PLC officials met with the Forest Service in the spring of 1926 and amended the Special Use Permit for its logging railroad. June 21, 1926, Jackson contracted with Marsh Brothers⁶³ and Gardenier, Incorporated to construct the portion of the new line south of the Middle Fork. By the close of the 1926 construction season, seven of the 13 miles under contract had been graded for \$181,000, with \$36,000 already having been paid out for surveying and locating the grade. Another \$200,000 was contractually obligated for the project's



The environmental degradation that Duncan Dunning and L. B. Show found unacceptable in their 1923 memorandum is pictured in this and the two following Forest Service photographs. Dunning and Show attributed the excessive damage to use of high-powered, two-speed steam donkeys, careless falling, failure to set blocks in a manner that avoided residual trees, and lack of care in selecting locations for lines and log trails. USDA, Forest Service, Stanislaus National Forest

completion. By 1927, work was probably also underway high up the Middle Fork Stanislaus canyon. The most costly per mile challenge of getting a line down and out of the middle fork canyon was just downstream of the pro-

⁶² Formal establishment of a Stanislaus Experimental Forest was urged by researchers since 1926, but it was not officially designated until December 6, 1943. The experimental forest included lands on the lower slope of Dodge Ridge that had been cut-over by PLC before 1927 (USDA/FS Fowells 12-78 and USDA/FS Schubert 6-27-60).

⁶³ "Marsh Camps" appear on Standard Archive maps from 1926 and 1927.



jected crossing at Beardsley Flat. Here the grade had to hug the nearly sheer granite canyon wall. Dubbed the "million dollar road," that sum was said to be the cost per mile to chisel this toehold.⁶⁴ The curve around the dome batholith was named the Peeled Onion for the characteristic appearance and exfoliation pattern of the rock. These upended strata added to the difficulties in blasting the rock to form the bench cut for the grade. For those working on the trains, the cracking reverberation off the walls of the Peeled Onion was said to have contributed to many a man's hearing loss (Marshall 1991:105). Hand-in-glove with this work, PLC routed the Schoettgen Spur, crossing the South Fork Stanislaus just north of Sequoia. Steinmetz insisted that this \$330,400 cut-off was made "not for the timber, but to shorten the haul across the Middle Fork" (S. A. PLC, Steinmetz 1-12-27).

*Fallen soldiers "in the vast Army of Industry."
The Union Democrat, 1925*

Expansion of the Standard plant moved forward with a new cutting department completed in January 1925. The new cutting plant, employing 75 to 100 workers, was substantially larger than the one being decommissioned in Sonora that had employed 60 to 70 workers (UD 1-10-25). The 1925 season opened in April with Camp Crandall operating on the ninth and camps Bumble Bee and Cow Creek up and running on the twelfth. In June, Camp Pickering II near the Punch Bowl opened and Bumble Bee shut down, and in August, Cow Creek was closed, but not before it suffered another fatality among its woods crews. H. L. Garrett, after having been treated for an injured knee, returned to work earlier than advised. While felling a tree at Camp Cow Creek, his tree struck a sapling which, in-turn, hit Garrett in the head, knocking him forcefully to the ground. The cause of death was from his head hitting a rock. Both Pickering II and Crandall shut down for the season as of November 14, and Crandall too suffered another fatality. A chaser—whose job it was to follow logs pulled by the donkey engine in order to clear any obstructions—was killed when he freed a jammed log and fell under it as the steam donkey relentlessly yarded it to the landing. Young Robert Rigby was found only when "he failed to return to his post" to chase another log. Like most of the men noted in newspaper articles who were vic-



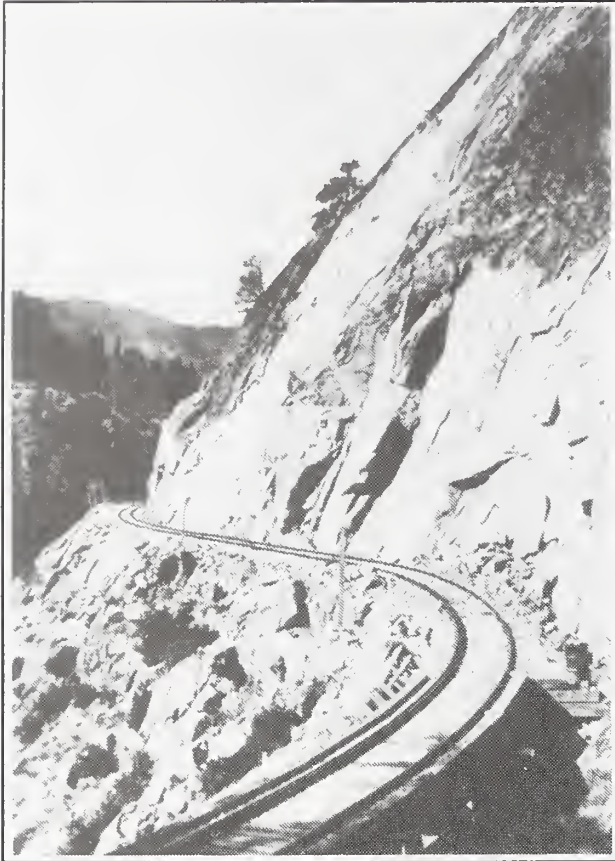
This photograph illustrates the more careful placement of blocks and less damage to reserved trees on another government timber sale to the Standard/Pickering Lumber Company.

USDA, Forest Service, Stanislaus National Forest

tims of railroad logging as either fatalities or grisly injuries, Rigby's personal affects were searched "revealing little of his connections" to family or friends outside the world of the logging camps. He was tersely eulogized as "a soldier in the vast Army of Industry" (S. A. PLC Log Report 1923-1931; UD 5-23-25 and 6-20-25).

After the Pickering companies were reorganized and the Pickering Lumber Company incorporated April 2, 1926, the legal instruments were completed and signed formally transferring ownership of the Standard Lumber Company

⁶⁴ Field investigation showed that the company used 60-pound, ANCLEUR rails on this portion of the cliff-hanging grade above the middle fork. The contractors also used new rails, since extant, discarded rails, cast-off the grade, are dated 1926. The rail inscription reads: ANCLEUR 60 LBS ASCE VII 1926.



*Construction and completion of the "million dollar road" on the south side of the Middle Fork Stanislaus canyon near Beardsley.
Russell Davis collection*

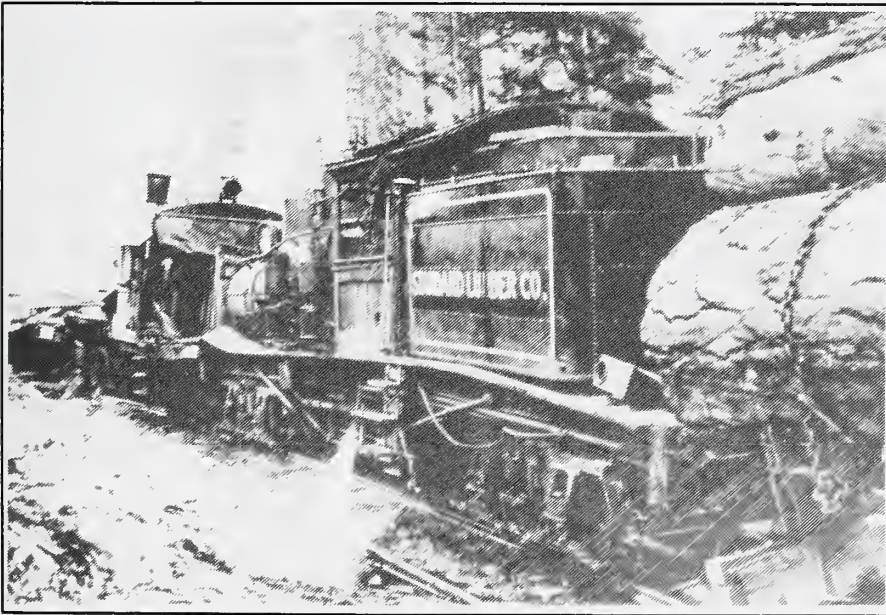


*The Peeled Onion was the toughest rock job on the entire grade toward crossing the Middle Fork Stanislaus. For about 1,800 feet, the grade was chisled along the face of this granite mass. Drillers and powder men had to work suspended from ropes from the top of the cliff; their work was all the more challenging by the rock strata being tilted on edge. A man can barely be seen in the picture at the "x."
D. H. Steinmetz collection;
Tuolumne County Museum*



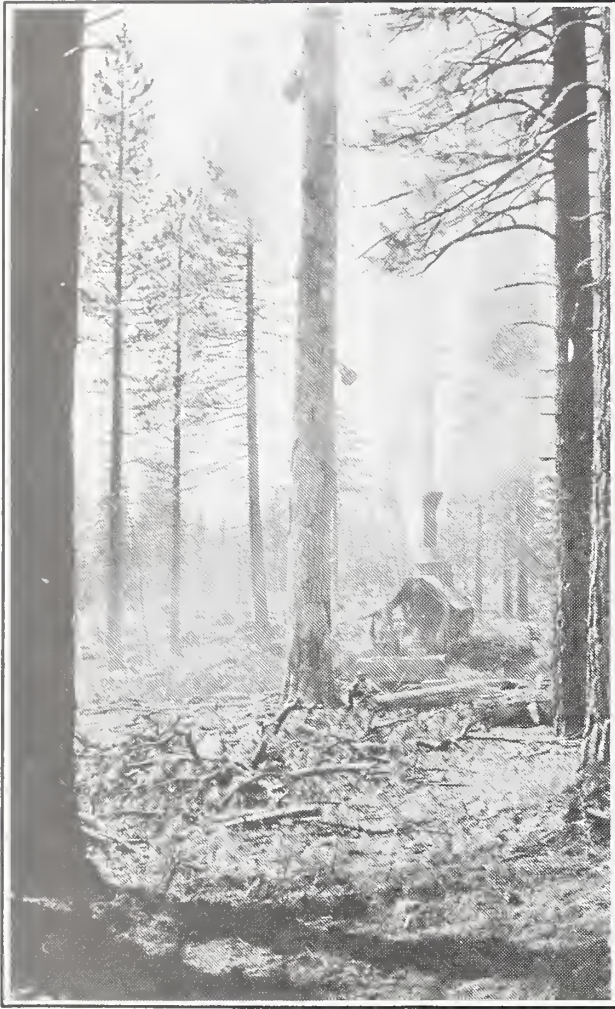
A steam donkey-powered loading winch is pictured flying logs onto flat cars near Camp Pickering 2 at the Punch Bowl. This Forest Service photograph was taken in the mid-1920s.

USDA, Forest Service, Pacific Southwest Region; W. Hutchinson, photographer



This photo was taken in 1925 near Camp Pickering 2 when Shay Number 3, still lettered for the Standard Lumber Company, collided with the unlucky Heisler Number 8. The Shay's fireman broke both hips when he was pinned between the wooden cab and the water tender. The steel gang had let a car of rails and ties get away on a seven percent grade, running into the Heisler and then the Shay. After this mishap, the 3 Spot was refitted at the Standard shop with a new steel cab.

Russell Davis collection



This series of four photographs was taken by the Forest Service in the Standard/Pickering Lumber Company timber sale at the Punch Bowl, about four airmiles northeast of Pinecrest Lake. The photographs were taken in 1925 or 1926 and were depicting yarding methods on this government timber sale. The photograph on the left, showing the steam donkey and spar pole, was captioned: "Block 65' on spar pole at yarder." The photograph on the right was captioned: "Block on ground is out 300' from lead tree."

USDA, Forest Service, Pacific Southwest Region; W. Hutchinson, photographer

The photograph on the right was captioned: "The only trail coming into lead tree. Block on ground out from lead tree is about 300'. Three such trails in 180° arc." The photograph below was captioned: "Trees within 25' high lead block that will not be damaged due to timber coming in over one road."

*USDA, Forest Service, Pacific Southwest Region
W. Hutchinson, photographer*





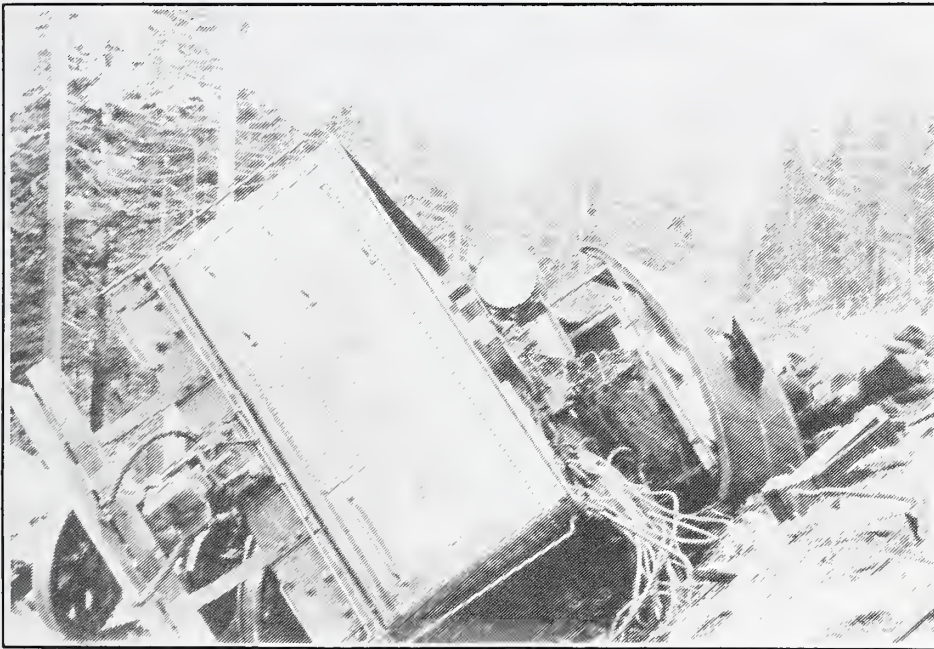
A logger stands on the stump of an 850-year old sugar pine cut in the government timber sale to the Standard/Pickering Lumber Company in the Punch Bowl area. USDA, Forest Service, Pacific Southwest Region; Wallace Hutchinson, photographer

to the Pickering Lumber Company. The Pickering Lumber Company assumed all SLC's indebtedness and obligations. In the transfer, PLC received all SLC's assets, including "lumber, logs, sash and doors, glass coal, salt, wire screens, cement, lime, tile... dry goods, clothing..., shoes, drugs, groceries, meats, machinery, rolling stock..., trade marks, etc.," as well as SLC's assets in Contra Costa County.⁶⁵ Another indenture dated May 1, 1926 between

the Standard and Pickering lumber companies specified that all the Tuolumne County land owned by SLC was to be transferred to the PLC, including the mill and town site of Standard. (See copy of indenture in appendix, page 339.) Yet another indenture of May 1, 1926 transferred all assets and indebtedness of the Pickering Land & Timber Company to the Pickering Lumber Company, including its lands in Modoc and Siskiyou counties. The assets and debts of

⁶⁵ SLC's Contra Costa assets included property in Antioch near the Atchison, Topeka & Santa Fe Railroad.

Crews burned piled brush with a Hauck torch in the aftermath of a government timber sale to the Standard/Pickering Lumber Company—probably in the Punch Bowl area. This photograph was taken in 1926. USDA, Forest Service, Pacific Southwest Region; Wallace Hutchinson, photographer



Shay Number 10 derailed at the Fiddlers Green switchback near Camp Herrin Creek in 1927. The engine would probably have remained upright if the king pin to the center casting had been installed. Manuel J. Marshall collection

the W. R. Pickering Lumber Company were assigned to the PLC (S. A. PLC 1926 and 1931). (See appendix, page 358, for partial copy of PLC's 1926 income tax return.)

The 1926 logging season had opened in March with Camp Crandall operational March 15, Pickering 2 on March 20, and Herrin Creek on March 23. In August, Camp Willer opened and Camp Crandall shut down, with Pickering 2

and Herrin Creek remaining in operation. Camp Pickering 2 closed down November 3 and Herrin Creek November 27. Willer was shut down for the season November 20 (S. A. PLC 1923-1931).

In October 1926, a monkey wrench of huge proportions was thrown into the PLC's plan for accessing its north side holdings when the Forest Service informed PLC offi-



*Snowy Camp Herrin Creek.
Manuel J. Marshall collection*

"The Sierra & San Francisco Power Company has applied for a preliminary permit to construct a 60,000 acre-foot reservoir on the Middle Fork Stanislaus at Beardsley Flat. To create the reservoir, the company is projecting to build a concrete dam, 210 feet high. As proposed, the surveyed Pickering railroad grade would be 148 feet below the top of the dam."

S. B. Shaw, 1926

cials that the Sierra & San Francisco Power Company had applied for a preliminary permit to construct a 60,000 acre-

foot reservoir on the Middle Fork Stanislaus at Beardsley Flat. S&SFPCo's projected 210 foot high dam had devastating implications for Pickering's crossing of the river, putting its railroad 148 feet below the top of the dam. A few years earlier, in 1924, the Oakdale and South San Joaquin irrigation districts' Russell Hartley had completed a reconnaissance of Beardsley Flat for construction of a dam. Standard Lumber Company officials breathed easier when his plan was tabled in favor of raising the height of Melones Dam (cf. Deane 1960:161).⁶⁶

On October 22, at his San Francisco office in the Crocker First National Bank building, Steinmetz received

⁶⁶ Edward Jenness had filed on an identical dam site at Beardsley Flat on September 7, 1907. It was marked on the ground by C. W. Terry on December 14, 1908. The dam was to be 150 feet tall. Nearly 20 years later, Civil Engineer Terry also completed the final location for the PLC's Schoettgen Spur, across the South Fork, just north of Sequoia (Tuolumne County, Claims, Vol. 11 page 159; Tuolumne County, Placer Claims, Vol. 11 page 241; "Profile of Schoettgen Spur, Sugar Pine Railway, Final location," May 1926).

a letter from District Forester⁶⁷ Stuart B. Show referencing a meeting with representatives of the S&SFPCo, the Pacific Gas & Electric Company, Oakdale and South San Joaquin irrigation districts and officials from the State Engineer's office. At this confabulation, Beardsley's values as a reservoir site for power and irrigation purposes were extolled as "the most economical undeveloped storage on the Middle Fork." By the letter to Steinmetz, Show explained three proposals the group had devised that "would not prevent the ultimate construction of the dam and would be equitable to the Pickering Lumber Company." The first proposal was for the power company to build a formidable 900-foot long, 130-foot high trestle for the railroad across the middle fork at the former flat. The second was for a shorter crossing above the back water line of the reservoir; this would require about three additional miles of railroad construction through comparatively heavy rock. The final and preferred proposal was for a railroad crossing on the crest of the dam, requiring eight-tenths of a mile of railroad to be relocated and construction of two switchbacks on the south side of the river to bring the grade as surveyed, directly south of the dam, a vertical distance of 260 feet to the top of the proposed dam. It was unknown whether switchbacks would be necessary on the north side of the crossing, because those attending the meeting believed the final railroad location on that side to be unsettled. Show closed this bombshell meeting with a sputtering firecracker contending that "while the Forest Service is interested in construction of the railroad... it is being constructed on National Forest land without a signed permit." He further upbraided the PLC for not having completed the new construction on the south side within the April 9, 1925 expiration date of the unsigned August 9, 1924 permit and for the actual line of the new construction "materially departing" from that shown on the permit map (USDA/FS Show 1926).

Steinmetz was incensed and sought advice and counsel from his key employees and legal firm. Most interest-

"[Various high-ranking Forest Service officials had repeatedly] stated to me that they wanted to see the [rail]road cross the river, and when they first made the sale to us of the Cow Creek Unit it was with the understanding that they were helping us at that time by letting us have timber enough to keep us going until we could get across the river and into our own timber.... It is very apparent from this letter [of October 22] that the District Forester is playing a very strong hand with the Power Companies and we may have to look to some higher authorities in Washington for some help...."

D. H. Steinmetz, 1926

ingly, J. V. Wulff, apparently PLC's first professional forester on its Standard holdings, had been recently hired and had, from 1919 until sometime in 1926, been Forest Supervisor of the Stanislaus National Forest.⁶⁸ Probably looking for an insider's perspective, Steinmetz sought Wulff's advice on this turn of events. Wulff smoothed some of Steinmetz' hackles by stating that he—Wulff—had signed the permit as Forest Supervisor when the matter had come before him in 1924. Wulff related that, as the forester for PLC, he had gone to the Stanislaus National Forest office in the summer of 1926 and asked for a copy of the permit. Wulff conjectured that the new Supervisor, Jesse R. Hall, "Took it for granted we did not have a copy of the permit in our files."⁶⁹ The permit was an extension of those issued and designated by dates 7-15-08, 8-17-14, 1-23-19, and 12-21-21 and superseded the permit to the Standard Lumber Company designated 12-31-21.⁷⁰ Thus, not only did the company indeed have a valid, signed permit, but Wulff also dismissed the issue that its expiration date had been exceeded. Each year through the present, Wulff explained, the company had paid the required special use permit fee and, furthermore, it was customary to extend

⁶⁷ Since this time, the nomenclature had changed from "District" to "Regional" Forester. Also note that District 5's headquarters in San Francisco was also in the First National Bank Building.

⁶⁸ Forest Supervisor is the top post on a national forest, reporting directly to the District Forester, now called the "Regional Forester," for the Pacific Southwest Region.

⁶⁹ Jesse R. Hall was the longest tenured Forest Supervisor of the Stanislaus National Forest, holding that position from sometime in 1926 until 1946.

⁷⁰ The 12-21-21 special use permit was for the SLC's mainline, via Fraser and Spring Gap, toward the Cow Creek timber sale area. It was superseded by the permit designated 4-9-24 for all government land to be crossed by the mainline from Long Siding vicinity near Milepost 9 to Beardsley via Spring Gap and the proposed new line via Schoettgen Junction; the line from Schoettgen Junction to Beardsley was acknowledged as preliminary with the permit to be amended when the final survey was made (S. A. PLC Wulff 10-30-26).

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the period for construction special use permits as long as the permittee showed diligence and good faith. Assured that those two conditions could be amply demonstrated, Wulff closed his letter by noting that, unless the Forest Service terminated all similarly late construction permits, the PLC's permit would not be terminated simply due to the work not being completed by the expiration date of April 9, 1925... "They would have to find another reason" (S. A. PLC Wulff 10-28-26).

The same day of Wulff's letter, a frustrated Steinmetz complained to W. A. Pickering that Forest Service officials like Assistant District Forester for Timber, T. D. Woodbury, had repeatedly "stated to me that they wanted to see the [rail]road cross the river, and when they first made the sale to us of the Cow Creek Unit it was with the understanding that they were helping us at that time by letting us have timber enough to keep us going until we could get across the river and into our own timber.... It is very apparent from this letter [of October 22] that the District Forester is playing a very strong hand with the Power Companies and we may have to look to some higher authorities in Washington for some help, and I am quite sure Mr. Reddington, former District Forester [in California], will assist us, as the original permit was issued while he was the District Forester and with his knowledge and consent" (S. A. PLC Steinmetz 10-18-26).

Asked to elaborate on the matter of the invalid, unsigned special use permit from the Forest Service, Wulff wrote another letter to Steinmetz. In it, he explained that the April 9, 1924 railroad permit had covered the entire mainline over government land from the vicinity of Long Siding to Beardsley via Spring Gap as well as the proposed cut-off to Beardsley via Schoettgen Junction at Milepost 16.7. When the Schoettgen Spur survey was completed early in 1926, Wulff met with Stanislaus Forest Supervisor J. R. Hall. Together, they checked over the April 9, 1924 permit and made the "necessary changes as closely as possible according to the final survey." By Wulff's account, 45 additional 40-acre parcels were to be crossed by the revised line and 21 forties in the permit's original description were to be eliminated since the railroad would not cross them. These changes were made and, that summer, Wulff received a revised permit for his files. Noticing that it was neither signed nor dated, Wulff stated he

took it back to Hall who signed and [back-] dated it April 9, 1924 (S. A. PLC Wulff 10-30-26). Since it had probably been Hall who provided the copy of the permit to the District Forester which led to the charge that PLC did not have a signed permit, Wulff conjectured that Hall had apparently neglected to sign and date his office copy.

Marshaling its legal forces, Attorney J. J. Lermen was sent by the PLC to meet with the western representative of the Federal Power Commission, Frank Bonner, in San Francisco's Ferry Building.⁷¹ Lermen reported that Bonner expressed surprise and disappointment that the propositions presented in Show's October 22 letter were not agreeable to the company. Lermen conveyed that the October 22 letter erred in stating the PLC did not have a signed railroad right-of-way permit and further erred in stating that the new railroad location "departed materially" from that shown on the map accompanying the permit. Not being part of the Forest Service, Bonner sidestepped, explaining that he had nothing to do with those issues. Lermen told Bonner that, according to California statute, "construction and operation of a railroad for lumbering or timbering purposes was a public use permitting the exercising of the right of eminent domain in behalf thereof," but Bonner parried, saying that "distribution of hydroelectric power was a much higher use." Both parties acknowledged that P. G. & E. had earlier leased the Sierra and San Francisco Power Company's properties and rights and that it could be 10 years or more before a dam would actually be constructed at Beardsley, if at all. Bonner was reportedly persistent in urging PLC to work with the power company. The conversation must have become heated as Lermen emphasized to Bonner all that the Pickering Lumber Company had invested in construction of the railroad along the right-of-way granted in its permit. Apparently referring to Hartley's reconnaissance for the Oakdale and South San Joaquin irrigation districts, Bonner retorted that, although he'd been informed that a change in grade would not be required, "whatever we had done we had done with our eyes open to the contemplated construction of a dam at Beardsley Flat...." At the close of the discussions, Bonner gave Lermen a copy of the Federal Power Commission rules and regulations and advised him to speak with Mr. Woodbury of the Forest Service (S.A. PLC Lermen 11-4-26).

⁷¹ There were close ties between the newly created Federal Power Commission and the Forest Service. The Forest Service's Chief Engineer, Oscar C. Merrill, was considered the federal expert on hydroelectric power. He was largely responsible for the wording and supportive congressional testimony on the Federal Water Power Act passed in 1920. He had become the Federal Power Commission's first executive secretary (Conners 1989:233-236).

"I can see no way of blocking this legally except by our getting into the power business ourselves.... If it does work out alright and the Sierra [and San Francisco] Power Company is blocked, it will mean that they certainly will have to come to us."

J. J. Lerman, November 1926

In transmitting his repartee with Bonner to Jesse Andrews in Kansas City, Lermen—armed with his newly acquired Federal Power Commission rules—suggested a wholly separate avenue for the company to pursue. His reading of the rules led him to the opinion that the Sierra and San Francisco Power Company could probably condemn Beardsley Flat for reservoir purposes, "unless we create a change in the status of the title [of our land at the flat...]" that if the land were owned by a public utility corporation, "the fact that such corporation might serve a very small community would not give another public utility corporation the right to take such land away from it by condemnation proceedings merely because it might serve a very much larger community or a very much larger portion of the public." Citing the case of Mono Power Company v. City of Los Angeles, Lermen reasoned: "I can see no way of blocking this legally except by our getting into the power business ourselves. Therefore, why not, before any condemnation proceedings are brought, transfer this land to a corporation that we shall form, the purposes of which shall practically be identically the same as those for which the Sierra and San Francisco Power Company has been founded and dedicate the land as a reservoir site to the public use that our power company will serve." Lermen had spoken with Steinmetz and found that the Pickering Lumber company already possessed some water rights and holdings and that there were at least two towns—namely Standard and Tuolumne—that they could supply with power. Though this was just the bud of an idea, Lermen closed his memo to Andrews saying: "If it does work out alright [sic.] and the Sierra [and San Francisco] Power Company is blocked, it will mean that they certainly will have to come to us" (S. A. PLC Lermen 11-5-26). Thus, the company was not really serious about developing hydroelectric power at Beardsley for Standard and Tuolumne,

but very serious about stymieing S&SFPCo's plans and maneuvering into a favorable bargaining position with them or any other company seeking to interfere with the company's plan for crossing the Middle Fork.

Lermen's next visit in the city was P. G. & E.'s Vice President, Paul Downing. Opening the door to the discussion, Lermen pointed out that the Pickering Lumber Company had been a very good customer of P. G. & E., having paid over \$150,000 in the last few years to the company for power and currently paying between \$3,500 and \$4,500 each month. Accordingly, Lermen believed that Pickering officials "had the right to ask the assistance" of the company. In a friendly exchange, Downing posited that Bonner, the Federal Power Commission, and the State Water Commission were the instigators and agitators of the Beardsley Flat proposal because they wanted to see the dam built. Downing said that as a condition of its lease of Sierra and San Francisco Power Company's holdings, P. G. & E. had to make certain developments from time to time, but that Beardsley Flat was not stipulated in their agreement as one of them. Development work that was stipulated included the enlargement of Big Dam on the South Fork Stanislaus above Lower Strawberry Dam.⁷² Downing further said that his company was "indifferent" to the possibility that Beardsley Flat might be substituted for developments at Big Dam (S. A. PLC Lermen 11-5-26).

As part of the footwork to thwart the S&SFPCo's plans for Beardsley, on November 10, 1926, Steinmetz, Lermen, and Helen Baehr incorporated the Turn Back Creek Light and Power Company. Steinmetz owned 300 of the 302 shares and held the offices of president and treasurer of the company. Formed as a subsidiary or affiliated corporation of the Pickering Lumber Company, its articles of incorporation listed its purpose as:

...to purchase or acquire, own, operate and dispose of all or any part of that portion of the business and properties formerly owned by the West Side Lumber Company, a corporation, and heretofore transferred to W. R. Pickering Lumber Company, a corporation, used in or devoted to the generating and producing, selling, disposing and

⁷² Lower Strawberry reservoir is now called Pinecrest reservoir. Today, there are only vestiges of the original Big Dam and Middle Dam, both above Pinecrest Dam on the South Fork Stanislaus River.

distributing of electricity for light, heat or power to the town of Tuolumne... or the residents thereof, or other places or persons... [S. A. PLC 1931].

A formal legal opinion from the firm representing PLC—Baker, Botts, Parker and Garwood—arrived in early December and was most certainly penned by Jesse Andrews. Regarding the “Beardsley Flat Situation,” the opinion addressed whether or not PLC’s Turn Back Creek Light and Power Company could effectively resist condemnation of Beardsley Flat by the Sierra & San Francisco Power Company on the grounds that the flat was already devoted to public use. Andrews’ conclusion was effectively, “no.” He argued that even if the TBCL&PCo applied for a permit to do similar public work as the S&SFPCo at Beardsley and made a definite and feasible plan, the Turn Back Creek company would have to demonstrate good faith in developing power at the site. The Federal Power Commission’s general rules that a more necessary public use would prevail over a less necessary one and that property held by a public service company for a remote and indefinite future use could be condemned by another public service company for an immediate public use worked against the PLC’s effort to foil the flooding of Beardsley Flat. Andrews thought the only productive avenue along this line of thinking was to develop facts to “show the public necessity which the Turn Back Power Company will serve and some kind of definite plan for the utilization of the power site within a reasonable time. If we do not do this, I believe our resistance to a condemnation suit by the Sierra Company will have very little chance of being successful.” In closing, he offered that it might also be possible to combat condemnation by showing that S&SFPCo’s planned project did not serve an immediate public need or that the public need was no more immediate than that which the Turn Back Creek company would serve (S. A. PLC Andrews 12-7-26).

The same day that Andrews posted his letter, Steinmetz was meeting in San Francisco with Forest Service officials T. D. Woodbury, his assistant Mr. Dunston and J. Price; at the request of the Forest Service, Bonner was called over from his office in the Ferry Building. In his memorandum to W. A. Pickering relating the substance of the meeting, Steinmetz advised the group that “it would be impossible [for PLC] to consider their proposition of crossing the river

on the dam on account of the grade on the North side of the river from the dam to Soap Creek Pass.” Steinmetz told Pickering that he was “careful not to make any statement or discuss any of the other features relative to our plans,” but urged that, unless Pickering’s investigations into the matter indicated otherwise, PLC had to take steps to protect its rights to Beardsley Flat as soon as possible, that is, to deed its property at the flat to the Turn Back Creek Light and Power Company and to file an application for a reservoir site there in that company’s name. Not having yet had the benefit of Andrews’ counsel, Steinmetz reported that he was working on securing an option from Mrs. Crooks for the Tuolumne Electric Light & Power Company of Sonora. He also commented on his impression that Bonner “Apparently feels it is his duty to stop our construction work until such time as this matter has been adjusted.” Matters were all the more urgent because PLC’s right-of-way permits with the Forest Service were up for renewal January 1, 1927; Steinmetz thought it possible that Bonner—although working for a different agency—might use his influence to hold the right-of-way permits hostage until a settlement was reached that would see a reservoir built at Beardsley. The PLC’s contract for the large Strawberry Unit government timber sale was also being prepared at this time by the District Forester’s office—a sale which had been, in part, offered to keep the PLC operational while it prepared to get to its own sizable holdings across the Middle Fork Stanislaus (S. A. PLC Steinmetz 12-8-26).⁷³ The Strawberry Unit sale would loom large later in the company’s history.

PLC then began to ascertain whether the Sierra & San Francisco Power Company’s proposal held any favor with the Federal Power Commission (FPC). J. V. Wulff’s visit to Bonner confirmed earlier opinions expressed by Andrews that Bonner and the FPC actually saw PLC as the logical entity to develop Beardsley. Bonner told Wulff that after preference is given to projects proposed by municipalities and irrigation districts, the next priority goes to those who hold claims at the dam site... and by this time, PLC was the major private interest at the flat.

Probably simply jockeying for a bargaining advantage, early in the new year Steinmetz filed a statement of protest against the granting of a license to S&SFPCo for its partially completed Spring Gap power project. With the initial protest sent to the Division of Water Rights in the State Department of Public Work, a copy was also sent through

⁷³ A 1926 map in the Standard Archive, titled “SURVEY OF DAM SITE AND FLUME LINE, TURNBACK CREEK LIGHT AND POWER COMPANY,” shows TBCL&PCo’s proposed dam in the middle of Section 14, Township 4 North, Range 17 East, at Beardsley Flat. The proposed flume line location is also depicted.

Bonner as the Western Representative of the Federal Power Commission's Executive Secretary. Designed to generate power from water diverted from the South Fork Stanislaus and then "return" it to the Middle Fork, Steinmetz' objection argued that the PLC owned the Yancey Ditch which diverted water from and returned it to the South Fork Stanislaus in Section 26 of Township 3 North, Range 16 East.⁷⁴ He contended that the PLC produced potatoes and garden truck from those lands irrigated by the Yancey Ditch. The protest also noted that PLC owned about 10,400 acres in the South Fork watershed and 19 miles of logging railroad along its banks. Additionally, camps to maintain the logging railroad were maintained at Jenness Flat (Fraser), Sequoia, and Lyons, housing about 300 men during the season. The protest also pointed out that PLC owned considerable cattle grazing lands which it rented or leased and had many places of "great value as sites for summer homes and summer resorts." In summary, Steinmetz argued that, because the proponent's plan called for diversion of water from the South Fork Stanislaus into its Middle Fork without returning any of the flow to its home stream, all of these PLC assets would be materially harmed by S&SFPCo's proposal. The PLC also contended that it had already appropriated the water S&SFPCo sought (S. A. PLC Steinmetz 1-27).

More to the point of its interests for crossing the middle fork, Steinmetz next hand-delivered the Pickering Lumber Company's position paper to District Forester S. B. Show on January 13, 1927. Written by Andrews for Steinmetz' signature, it first chronicled the company's recent history to demonstrate that the Pickering interests had bought the Standard Lumber Company only after satisfying itself of the practicality of crossing the river to access the company's northern parcels. Steinmetz argued that PLC began its million dollar program of enlargement and plant improvements with the northern parcels in-mind, with PLC owning about 1.5 billion board feet of timber and the government owning another 2 billion—all to be logged by railroad and brought to the manufacturing plant at Standard. The Forest Service, according to Andrews, had assured Pickering that it would permit rights-of-way on the usual terms over government lands required by the railroad to accomplish its logging.

With about four billion board feet across the middle fork, Pickering wanted the grade "constructed in such a way that the operation of it would be the most economical possible." Consequently, as highlighted above, he em-

ployed the firm of Thomas & Meservey "to locate and superintend construction of the railroad; the grade was reduced to 2.2 percent and its length increased by four miles, and PLC's railroad permit from the Forest Service was amended accordingly. (See map in appendix, page 365.)

Andrews underscored that this new line was both south and north of the river, its location "being a single integral and inseparable problem" because of the mountainous character of the land and the "necessity of keeping in mind at all times certain controlling passes." Since Soap Creek Pass was the topographical control point from which "to develop practically all the timbered area between the middle and north forks of the Stanislaus, it necessitated going further up the middle fork, south of the river, to a crossing that could hold the ascending grade on the north side to the pass.

Andrews contended that throughout this process of finding the best grade location across the middle fork, the Forest Service was kept informed and that the agency's plans for sustained yield included timber on the north as well as the south side of the river. According to this plan, the Forest Service...

preferred not to sell the timber on the South side, desiring rather that the Lumber Company extend its railroad into the timber on the North side. However, it made the sales [south of the river], but during the negotiations concerning each sale, insistence was made by the Forest Service that the railroad be so extended [to the north side]. When the contract for such extension was made on June 21, 1926, the Forest Service was informed of it and was pleased to know of this development in the situation. The line covered by the contract, including grade as well as location, is the very line which the Lumber Company is now being asked to change.

Further, in order to meet Pickering's challenge of finding the most economical route to the northern parcels, the Schoettgen Spur had been located and lands along the line were purchased for right-of-ways. Then came the shock wave of October 26, 1926 with notification that the Sierra & San Francisco Power Company had applied to Califor-

⁷⁴ The diversion was in the SWNE and the return was in the NWSW of Section 26. This had been a water right, originally leased in 1905, to power the Standard Lumber Company's South Fork Mill.

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nia for a preliminary permit to build a 210 foot high dam at Beardsley Flat. That would put the elevation of the crest of the dam at 3,354 feet and, consequently, the railroad line 148 feet below the top of the dam. S&SFPCo's application was returned as defective and the company given until January 15, 1927 to resubmit. Though unaware of whether the power company had resubmitted its application, PLC officials were aware that it had leased its properties to the Pacific Gas & Electric Company under an agreement that extended about eight more years. Furthermore, Andrews asserted that P. G. & E. was not advocating construction of a dam at Beardsley at this time.

Citing a recent California Supreme Court case that, unless overruled would make it improbable that any company would construct a dam at Beardsley Flat in the near future, Andrews delineated exactly why he believed the alternatives posed in Show's October 22 letter were onerous to the PLC. First, even if rails were laid on the crest of the dam and they allowed for an adequate grade in and out of the canyon, the PLC could not delay crossing the middle fork: it could be five years or much longer before a dam was built. Secondly, to tie into Soap Creek Pass without causing prohibitive grade would require a switchback on the north side, a maneuver against company safety policy for mainline operations. The alternative of raising the line of grade on the south side above the high water mark of the reservoir and crossing at a trestle to be built at the former flat was estimated to cost \$250,000 for the trestle alone. To raise grade and extend it to the back line of the reservoir, crossing over a smaller bridge, would require an additional 2.5 miles of railroad up the river and back down on the north side: construction which would not only be expensive but additional mileage that would tack-on one hour for each train over the life of the railroad, translating to substantial loss of revenue.⁷⁵ Finally, the District Forester's suggestion to give trackage rights to the Beardsley Flat reservoir developer for hauling construction material, or for PLC to haul the material itself, was regarded by the PLC as preposterous under present operating conditions. According to Andrews, the PLC's biggest railroad logging problem was getting the empty flat cars from the mill back into the woods operations. Given that Standard's elevation is 2,000 feet and that the elevation at the end of the first 13 miles along the Sugar Pine Railway was 4,200 feet, the railroad had to climb 2,200 feet in 13 miles at a maximum 4.7 percent grade. If the company put on an oil car, it had to drop off three empties. The round trip of 50 miles between the current woods op-

"...we are unalterably opposed to making this change or any other change in the location of the railroad which would add to the cost of its construction,—all for the sole benefit of some power company...."

Jesse Andrews for D. H. Steinmetz, January 1927

erations and the mill at Standard took a crew 13 to 14 hours. Even with operating the track day and night—sending out crews at 6:00 a.m., 1:00 p.m. and 6:00 p.m.—the company was unable to keep the mill in operation year round. Moreover, much of the track being on dirt precipitated "a good many derailments" in stormy weather, causing more delays. To permit use of their track for hauling dam construction material would mean abandoning the PLC's logging operations; further, the logging railroad beyond the Sugar Pine's terminus at Lyons Dam was no longer a common carrier.

Of the alternatives posed in Show's letter on October 22, PLC said the trestle across the flat was the only feasible one, but emphasized that "we are unalterably opposed to making this change or any other change in the location of the railroad which would add to the cost of its construction,—all for the sole benefit of some power company, which by some possibility, now very remote [due to the California Supreme Court case of *Herminghaus et al. vs. Southern California Edison et al.*], might construct this dam." In closing, PLC urged that the decision be made for the company to proceed with its railroad as located, and for the power company—in the event of building a dam—to work out a just solution with the Pickering Lumber Company. Though venting frustration that the Forest Service had reputedly urged PLC to invest in timber operations north of the river and now was blocking the company from crossing the middle fork, the company hoped that it could work with the Forest Service as a partner in developing the timber lands accessed by the railroad as existing and proposed (S. A. PLC Steinmetz, Andrews 1-12-27).

Anxious to get District Forester Show's reaction to the company's position paper, Andrews telephoned Show on Saturday, January 15. According to Andrews' memorandum of their conversation, Show brought up the issue that the transfer of ownership of the Standard Lumber Company's properties to the Pickering had occurred May 1, 1926 without approval of the Forest Service as provided for in its permit. Probably just wishing Andrews to know

⁷⁵ The average speed for PLC logging trains in this era was about eight miles per hour.

This 1913 photograph shows the gentle curvature and grade of the "river road" along the South Fork Stanislaus River. This section is just north of Camp Sequoia. Manny Marshall collection



that he could play that card if he chose, Show went on to remark that he would recommend to the Forester⁷⁶ that the financial liability of a future power licensee at Beardsley Flat, with regard to the logging railroad, "should be limited to the cost of making the change of location of the railroad, but that it would not include any consequential damages." Furthermore, that the location change should be agreed upon by a representative of the power licensee, the lumber company and the Forest Service. Such changes were not to involve switchbacks or any other grade or curvature below the company's existing standards for its railroad (S. A. PLC Andrews 1-15-27).

In relating the conversation to Steinmetz, Andrews told Show that the curvature and grade on the river road should govern this situation: "That Mr. Pickering had at considerable expense held this down so that he could operate Mallet Engines, that he desired to cut out the geared engines in the line from Schoettgen Pass to Soap Creek." This stance had apparently been prompted by a conversation earlier that day between Wulff and Bonner wherein Bonner had studied detailed maps of Beardsley and thought a crossing could be made that did not necessitate a switchback, but did entail a 50 degree curve (S. A. PLC Andrews 1-15-27).

After consulting with Steinmetz, Lermen, and Wulff, Andrews got back to Show. According to Andrews' account, Show agreed to the standard being that of the river

road along the South Fork Stanislaus and confirmed that, by "consequential damages," he did not intend to exclude the value of any PLC land taken for a reservoir (S. A. PLC Andrews 1-15-27). Consequently, Bonner got in touch with Jackson, PLC's consulting engineer through Thomas & Meserve, and asked him to pay a visit to the Ferry Building and provide him with the company's standards for curvature and grade. After relating that their maximum curvature was 30 degrees, the maximum steepness under adverse grade was two to 2.2 percent, and the maximum grade with loads was four percent, they discussed a plan Bonner was formulating to cross over the dam without a switchback. This line would start up the grade, easterly, to a point suitable for a reversal that would connect with PLC's surveyed line. Though this would shorten PLC's line by two to 2.5 miles, Jackson reported to Steinmetz that he "minimized as much as possible the saving to the company" (S. A. PLC Jackson 1-18-27).

As conveyed to Andrews, District Forester Show forwarded his recommendations on the issue to the Forester requesting his advice on four points of action: 1) Issue the Pickering Lumber Company an amended railroad permit to be constructed as shown in its December 31, 1926 plans. 2) Provide that when the dam construction had begun, a Board of Engineers consisting of representatives from each the PLC, the licensee, and the Forest Service shall agree

⁷⁶ The Forester was the title for the Chief of the Forest Service, the head of the agency in the Washington Office.

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on "the exact manner in which the necessary line changes are to be made." 3) Stipulate in the permit that the licensee shall pay for line change costs and the PLC shall make "no claim for consequential damages." And 4) stipulate in the permit that grade and alignment standards for the changed line shall conform with those observed by the PLC on this railroad (USDA/FS Show 2-25-27).

In receipt of Show's recommendations to the Forester, Steinmetz asked for Wulff's reaction. Among the issues he raised were the problematic "consequential damages." Explaining that the experience of Pickering's West Side operations in Tuolumne was that wooden timber trestles with concrete foundations had a life span of 12 to 15 years and that replacement costs of the timbers were about three times the original cost of construction, if the Board of Engineers proposed by Show decided the PLC must cross the river with the over 800-foot long, 180-foot high trestle, maintenance costs would be prohibitively high after the first 15 years (S. A. PLC Wulff 3-15-27).

Sometime between this letter and the Turn Back Creek Light and Power Company's June 1927 protest against granting S&SFPCo a preliminary permit for development of a reservoir at Beardsley Flat, PLC pushed for construction of a steel bridge to cross the middle fork rather than a wooden trestle. But as far as PLC's railroad permit was concerned, Wulff suggested allaying this and other possible contentions with a Memorandum of Agreement rather than trying to amend the permit. March 31, the Forester concurred with Show's recommendations and Supervisor Hall was instructed to issue Pickering Lumber Company a new railroad permit accordingly (S. A. USDA/FS Wilson 4-7-27).

The 1927 logging season had opened in April with camps Willer on April 5 and Herrin Creek on the thirteenth. Camp Strawberry 1 opened on May 18 under George Minnick's supervision. In October, Herrin Creek operations were replaced with Strawberry 2 when Bud McCrae and his crew moved from the Punch Bowl to the lower elevation camp. The season would close in November that year: Camp Willer finished on November 22 and Strawberry camps 1 and 2 finished on the eighteenth (S. A. PLC 1923-1931; Banner 2-25-27 and USDA/FS interview Dambacher and Marshalls 1982). In 1927, Pickering concluded his important purchase of the Whiteside Tract north of the river, part of which was the South Grove of Big

"[The Forest Service has] many miles of [telephone] line over the Pickering Lumber company's land without permit. They have simply gone in wherever they pleased and strung their lines. We have no privileges of any kind on their lines in consideration for a right of way."

D. H. Steinmetz, 1927

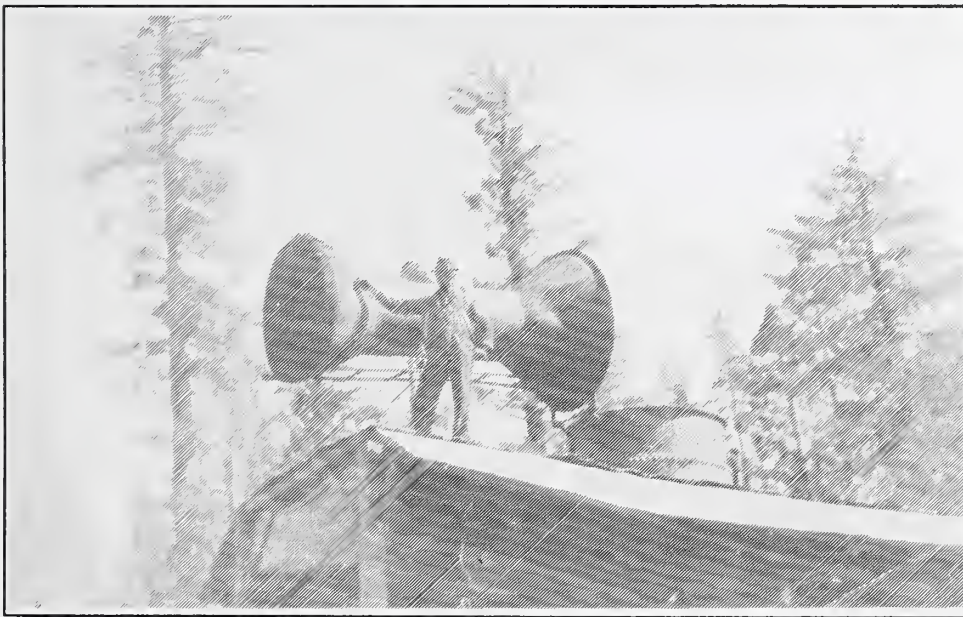
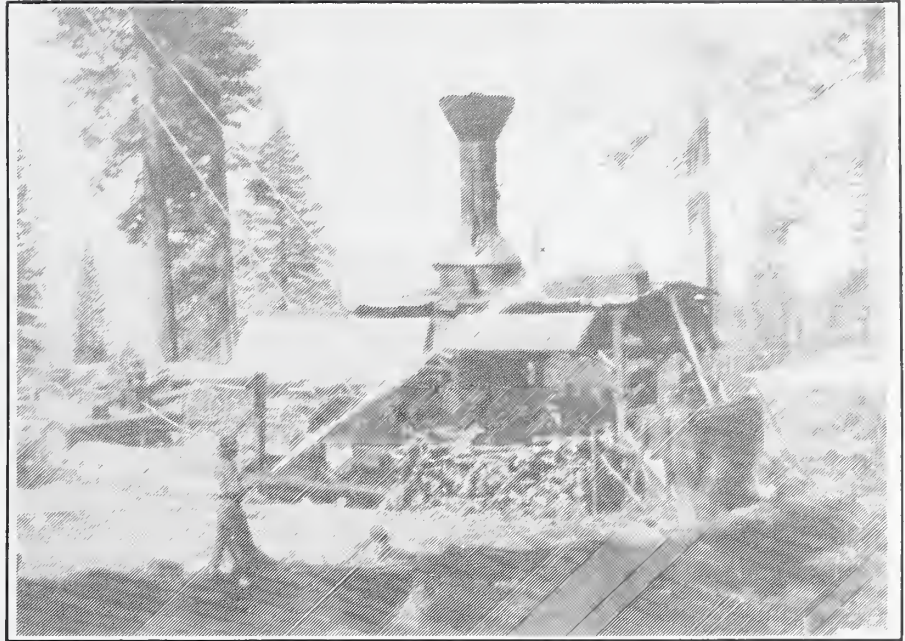
Trees. Having worked on obtaining this plum since 1925, the final purchase price was \$1,807,450.88 (S. A. PLC 9-9-50; UD 1-8-37).⁷⁷

Covering the PLC's 19.9 mile mainline between Schoettgen Junction and Soap Creek Pass, Hall signed the new permit April 23, 1927. But still, it contained several clauses objectionable to PLC; some on points they believed they had previously successfully argued with Show. The permit allowed the Board of Engineers the possibility of using a switchback—a feature unacceptable to the lumber company. Further, the permit did not stipulate that the changed mainline would follow grade and alignment standards the PLC had maintained along the South Fork Stanislaus. Instead, the permit simply said that the standards "shall be in conformity with those observed by the Lumber Company on other portions of this railroad line" (S. A. USDA/FS Hall 4-23-27).

Wulff raised two additional objections to the permit wording regarding the PLC's broadened obligation of providing firefighters to the Forest Service and allowing the Forest Service free connections on the company's telephone lines (S. A. PLC Wulff 4-25-27). The lumber company did not want to be obliged to provide firefighters to the Forest Service from the ranks of its employees, contractors, and contractors' employees when the fires being fought were miles from the logging operations. The Forest Service's payment to the company of only \$3.50 per day per worker when the company usually paid a much higher wage, had the effect of causing great disruption and hardship to the PLC and its employees. Wulff suggested placing a distance limit in the permit and placement of the same limit in the timber contract clauses with the Forest Service. Wulff also advised eliminating the permit clause allowing the Forest Service to connect, at no cost, with

⁷⁷ When the Pickering Lumber Company went into receivership during the depression, the principal balance due on the Whiteside tract was \$600,000. When the PLC was reorganized in 1937, a conservative estimate of the Whiteside timber value was \$1,200,000. By virtue of owning this tract, the company added operating life to its plant and looked forward to profits that would result from manufacture of the high grade Whiteside timber (UD 1-8-37).

This Forest Service photograph was taken in 1928 to illustrate the latest in logging-related firefighting apparatus. Fire prevention and suppression requirements were incorporated into Forest Service timber sale agreements. Additionally, State laws required similar fire-related measures. The photograph shows a Pickering Lumber Company Willamette steam donkey equipped with a Fairbanks-Morse nozzle. The nozzle was capable of shooting a stream of water 65 feet through 50 feet of hose. USDA, Forest Service, Pacific Southwest Region



Spark arrestors were required fire prevention equipment on steam donkeys and locomotives. This 1920 photograph was apparently taken by a Forest Service official during an inspection visit; it was captioned: "Mr. [J.] Bruce holding the spark arrestor open." USDA, Forest Service, Stanislaus National Forest

PLC's telephone lines. Though the lines were used by the Forest Service for fire emergencies, Steinmetz was hotly bothered that Hall had repeatedly tried to get these connections and broaden their use by the Forest Service for "administrative purposes." Steinmetz undoubtedly believed Hall was trying to put the company over a barrel by making the telephone connections a railroad right-of-way permit stipulation. In previous encounters about the connections, Steinmetz said PLC had repeatedly refused the Forest Service, explaining that "we have considerable pri-

vate business going over these lines, and we do not want the Forest Service employees listening in" (S. A. PLC Steinmetz 5-2-27).

Steinmetz consolidated these objections over the permit and forwarded them to District Forester Show by letter (S. A. PLC Steinmetz 5-13-27). Meanwhile, apparently having strained relations with S&SFPCo and much more cordial ones with P. G. & E., the lumber company negotiated its railroad crossing at Spring Gap through the latter power company, even though P.G.&E. had not yet

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taken full possession of S&SFPCo's properties (S. A. PLC Steinmetz 5-12-27).

In mid-June, PLC received a disappointing response regarding its objections to clauses in the April 23 special use permit. The District Forester maintained that the firefighter availability and free telephone connection provisions were regarded by the Forest Service as essentially standard clauses. As for the switchback issue, the Forest Service stated that its intent was to have the Board of Engineers determine the best relocation of the railroad in the event of dam construction and that a switchback "might be open to consideration along with all other engineering possibilities" (USDA/FS Hill 6-14-27). PLC persisted in its objections and seemed particularly and intractably resistant to the clause regarding telephone connections. The lumber company argued that its lines were already overloaded on the Standard operations side—referred to as the Mountain Line. Furthermore, its contractual arrangements with the Pacific States Telephone Company for the private line between PLC's offices at Standard and those at Tuolumne prohibited such connections. PLC was also peeved that the Forest Service had "many miles of [telephone] line over the Pickering Lumber company's land without permit. They have simply gone in wherever they pleased and strung their lines. We have no privileges of any kind on their lines in consideration for a right of way" (S. A. PLC Steinmetz 6-28-27 and 7-5-27).

Suggesting ever-shortening negotiating fuses, the telephone connection dispute continued to irk both parties. In a meeting in which Hall directed Ranger Freer to negotiate a connection in accord with the permit, a hardball exchange between Wulff and Freer was relayed to Steinmetz by Wulff, closing with: "I also told Freer that if we insisted on a clause like this in a right-of-way permit [that is, if PLC demanded that the Forest Service obtain a right-of-way from the PLC for its telephone lines across PLC lands and the company, thereby, required that the Forest Service give it the open-ended right to connect onto Forest Service lines whenever it deemed it necessary for its business efficiency], it would absolutely cripple the Forest Service Telephone Line but I couldn't [sic.] see that we would be perfectly justified in doing this if they insisted upon crippling service on our Mountain lines and trying to confiscate our property" (S. A. PLC Wulff 7-1-27).

A gap in the railroad permit correspondence leaves the transactions between Show and Steinmetz to conjecture, but by letter of August 13, Show transmitted an amended permit to the Pickering Lumber Company, removing most of the offending aspects of the switchback and firefighter clauses as well as a few other minor points of contention. The Forest Service stood pat, however, on the telephone connection issue, noting that a free use permit granted by

"...A recent sale of timber by the government comprised a total of 150 million feet in that section. This timber will be cut in the vicinity south and west of Pine Crest chiefly along the slopes of Dodge Ridge. A requirement of the Forest Service is that all logging must henceforth be done by the use of large tractors, eliminating the former method of snaking out the logs by donkey engines and cables." The Banner, February 1927

the government to the company for its lines obligated the company to allow free connections by the government. Show tried to assuage tempers by noting that the intent of such connections was primarily for emergency use (S. A. USDA/FS Show 8-13-27).

As this teapot tempest played itself out, the PLC began logging a huge government timber sale in the Dodge Ridge area. The *Sonora Banner* reported on Pickering's operation out of Camp Strawberry 2 and, more importantly, on a new chapter in logging technology making its debut on the company's Standard Unit:

A recent sale of timber by the government comprised a total of 150 million feet in that section. This timber will be cut in the vicinity south and west of Pine Crest chiefly along the slopes of Dodge Ridge. A requirement of the Forest Service is that all logging must henceforth be done by the use of large tractors, eliminating the former method of snaking out the logs by donkey engines and cables. It is stated that the damage to the forest trees is far less under the tractor method of hauling. A large area of timber will be reserved from cutting around all recreational camps and resorts and all places set aside by the Forest Service for summer home sites [Banner, 2-25-27].

The 1928 season opened with logging in latter March at Schoettgen Junction. In April, camps Schoettgen Junction and Strawberry 1 were operational on the 9th, Eagle Creek on the 10th and Strawberry 2 on the 11th. The rest of the season, through mid-November, the operational camps were Strawberrys 1 and 2 and Eagle Creek; Strawberry 1 finished-up on the 12th and both Strawberry 2 and Eagle Creek camps closed on the 10th (S. A. PLC 1923-1931).



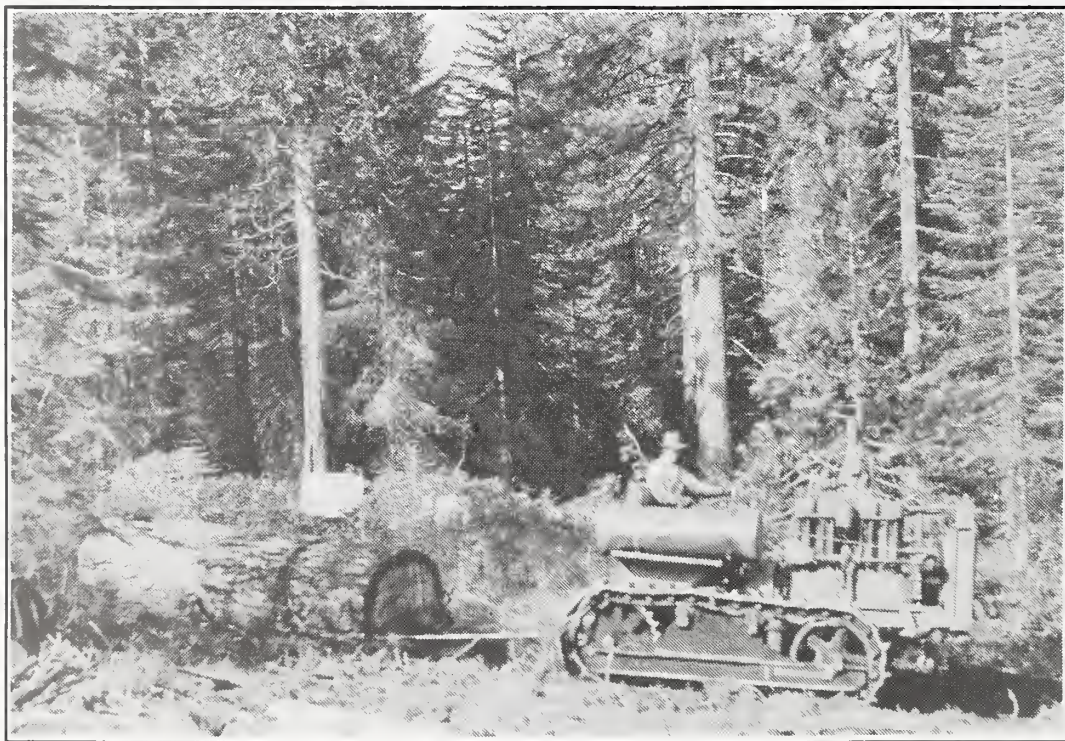
Tractors were viewed as a favorable alternative to the more destructive logging done with steam donkeys. Studies were conducted on the Stanislaus National Forest to compare and quantify the effects of various logging methods on residual trees, on log utilization, seed production, and other factors. This series of Forest Service photographs documented the versatility of tractors and their potential for causing a comparatively soft mark on the land. All of the photographs were taken in 1929 during the Pickering timber sale near Camp Strawberry 1. The first photograph shows the virgin forest to be logged; the next six show "cats" skidding logs through the cut-over area; the last photograph illustrates the tractors working in tandem with a crane to load the waiting rail cars. USDA, Forest Service, Stanislaus National Forest; Wallace Hutchinson, photographer

The Sierra & San Francisco Power Company apparently took no further interest in a reservoir at Beardsley Flat and its successor, P. G. & E., likewise chose not to pursue it. However a coalition of the Oakdale and South San Joaquin irrigation districts dammed the middle fork at Beardsley in 1957 (Deane 1960:161). Together with their

dam at Melones and another just upriver from Beardsley at Donnell Flat, these formed the irrigation districts' Tri-dam system. By 1929, the Pickering Lumber Company had crossed the Middle Fork Stanislaus to its north side operations by means of a steel bridge at the upper end of Beardsley Flat.⁷⁸ Later, when the dam was constructed,

⁷⁸ The steel bridge was manufactured by the American Bridge Company (cf. photo in Marshall 1991:28). The first trestle on the north side—over Chinaman Creek—was built in the summer of 1929 (S. A. PLC Plans, 1929).

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These photographs show "cats" skidding logs through the cut-over area. USDA, Forest Service, Stanislaus National Forest; Wallace Hutchinson, photographer





Taken in 1929 during the Pickering timber sale near Camp Strawberry 1, this photograph illustrates the tractors working in tandem with a crane to load the waiting rail cars.

USDA, Forest Service, Stanislaus National Forest; Wallace Hutchinson, photographer

Pickering rails were laid on its crest. By that juncture, diesels were on the horizon and would virtually replace steam-powered locomotives, ultimately rendering the switchback controversy moot.

Finishing-up south of the middle fork, the 1929 season opened in April with Eagle Creek Camp on April 15, Strawberry 1 on April 20 and Strawberry 2 on April 22. Eagle Creek logged through June 15 and was shut-down and reopened in August. Strawberry 2 was replaced by

Tunnel Creek, at Milepost 37, in September. The camp listing for September shows headings for Strawberry 1 - 2A, Eagle Creek, Strawberry 2 (with no entries), and Tunnel Creek. October headings show Strawberry 2A, Eagle Creek, Strawberry 2 (no entries), and Tunnel Creek. The logging season closed with Strawberry 2A finishing on November 5, Eagle Creek on November 21, and Tunnel Creek on November 5 (S. A. PLC 1923-1931).



Taken on moving day late in the summer of 1929, this train of cabins was being hauled from Strawberry 2 Camp to the new camp at Tunnel Creek. Camp Tunnel Creek was located at Milepost 37 on the new mainline that had been recently carved to cross the Middle Fork Stanislaus at Beardsley Flat. Manny Marshall was the engineer of the three-truck Heisler that pulled this train of cabins and the heavy Willamette yarder. Near Milepost 21, as the train crossed the first wooden trestle along its 50-mile journey, some of the trestle stringers snapped and fell through to the ground. Marshall gave the engine full throttle to get the yarder off the trestle as quickly as possible and keep the whole train from falling through.

Russell Davis and Dolly Mills, Winnie Coughlin collection



PICKERING POWER-SHIFTS

By the time of its expansion to the north side, the Pickering Lumber Company had lumber interests—in addition to its Standard holdings—that included the former West Side Lumber Company in Tuolumne, the Macdoel timber operations in Siskiyou and Modoc counties, assets particularly in Louisiana and Texas, including Haslam Pine and Haslam Hardwood industries in Texas.⁷⁹ According to tax returns for this period, the company's Standard operations were, at least on paper, the most lucrative by a sizable margin. In a complicated web of ownership, the Pickering Lumber Company owned the stock of the W. R. Pickering Lumber Company; the W. R. Pickering Lumber Company owned the stock of the Standard Lumber Company and, in turn, the Standard Lumber Company owned the stock of the Sugar Pine Railway Company. In a consolidation on May 1, 1926 and effective December 31, 1926, PLC dissolved its W. R. Pickering Lumber Company, Pickering Land & Timber Company, and Sabine Valley Timber & Lumber Company. The Pickering Company remained the principal company with the PLC and Sabine Valley Abstract Company as subsidiaries. In turn, the PLC's subsidiaries, after the December dissolutions, were the

Standard Lumber, Sugar Pine Railway, Hetch Hetchy & Yosemite Valleys Railway (the West Side's railroad), Turn Back Creek Light & Power and the Urban Realty companies. W. R. Pickering continued as chairman of the Pickering Company's board of directors, his son W. A. Pickering as president and treasurer, with T. M. Barham serving as vice president and secretary; D. H. Steinmetz was one of three additional vice presidents.⁸⁰

Shifting power from father to son, William A. now owned 51 percent of PLC's shares and 68 percent of Pickering Company stock; W. R. owned 26 percent and 30 percent, respectively; while Barham owned 23 percent and two percent, respectively. The SLC's log and manufacturing plants and equipment were valued by Pickering's accountant at \$4,338,183, less depreciation of \$1,436,751. Interestingly, the SLC was still using animals in its logging operations—a time when it was also experimenting with yarding with Caterpillar tractors—maintaining work livestock valued at \$4,675. The Sugar Pine Railway equipment was valued at \$377,563, less depreciation of \$124,834 (S. A. PLC 1927).

WORKING FOR WAGES, 1925

A sample set of payroll accounting sheets for the 1925 season provides a telling snapshot of the Pickering operation as it prepared to cross the Middle Fork Stanislaus. Separate ledgers were maintained for railroad operations and construction, railroad survey, logging camps, the Sonora plant, the Standard plant, general office, and miscellaneous.

The ledger sheets for railroad operations during the period from March 1 through 15, 1925 show that there were 20 railroad men on the payroll, including two dispatchers, engineers, brakemen, firemen, and conductors. A train crew normally consisted of two brakemen, an engineer, conductor, and fireman. These workers earned daily wages from \$4.50 to \$8.65, and averaged about \$6.18 per

⁷⁹ Pickering Land & Timber Company, based in the Village of Pickering, Vernon Parish, Louisiana, was incorporated in 1905 and was voluntarily dissolved November 30, 1926. Among other assets, it owned lands and timber in Modoc and Siskiyou counties in California as well as holdings in Missouri and Louisiana. The W. R. Pickering Lumber Company, also of Pickering, Louisiana had incorporated in that state in 1899 for a term of 25 years. The Sabine Valley Timber & Lumber Company, of which the PLC had owned 97 of its 100 shares, had incorporated in Louisiana in 1909 for 25 years; it did business principally in Shelby, Sabine, and San Augustine counties, Texas (S. A. PLC - Reports 1931).

⁸⁰ Walter Robison and J. W. Deal were the other two vice presidents. None of these three vice presidents owned stock in either the Pickering Company or the PLC (S. A. PLC 1927).

[illegible]

day for a 12-hour day.⁸¹ One of the crews worked 10 days on and four days off; and the other two generally worked six days on and one day off. The train group seems to have been divided into three crews: probably a switching crew at Standard on the line leased from the Sierra Railway and the remainder being woods crews.

The railroad construction crew ledger listed 67 individuals, nearly all of whom earned \$3.50 per day. D. Castro and R. Sanchez were probably the foremen, making \$5.19 and \$4.75 respectively. The vast majority of the surnames—all but eight out of 67—were Hispanic. Due to several names appearing multiple times, it is probable that relatives worked on the same crews, for example, Cervantes, Flores, Garcia, Ramirez, and Ramos. The board rate varied: trainmen tended not to have any charge for board or a smaller charge than the grading crew whose usual deduction was \$14.35 for the period. Referencing the payroll sheets, it was not uncommon for grading crews to work 14 days at a stretch. The recapitulation sheet for March 1 through 15 combined the railroad operations and construction payroll, and showed that salaries totaled \$3,981.30. Deductions from that were:

Standard coupons	\$ 80.00
Boarding house, Lyons Dam	143.80
Boarding house, outfit #1	690.90
Hospital fund	102.50
R.R. transportation advanced	71.25
Rooms (hotels)	18.00
Rents	42.25
Blockwood	4.00
Sierra RR fares	26.80
Payroll deductions (D. Castro)	26.50

Thus, after deductions, the net earnings balance was \$2,775.30 (S. A. SLC Railroad Payroll 1925).

The April 1 through 15 payroll ledger for Camp Bumble Bee 1 listed 145 men on the payroll. Though not all occupations were listed, this set of payroll sheets indicated employees working in several job areas: cookhouse, storekeeper, timekeeper, fallers, swamping, yarding, and loading. Representing woods camps, deductions for charges made by workers at Camp Bumble Bee ranged from \$2.81 to \$43.77 per person for the 15-day pay period. These charges were for coupons purchased for redemption at a company store, board, the hospital fund, rent, transporta-

tion advanced, Sierra Railway fares, and "miscellaneous," for example, meals charged at the Standard Restaurant. The only mandatory charge appears to have been the \$1.25 deducted twice each month for the hospital fund. Nine of the men worked in the cookhouse; Harry Stovall must have been the cook, making \$6.05 per day while others made from \$4.38 to \$2.71 per day. The company storekeeper at Bumble Bee was apparently F. H. Stewart who made \$4.38. The timekeeper was George Bell who made \$5.21. It appears that there were eight fallers who made either \$5.25 or \$5.75. Five workers were listed under "swamping" and made \$4.50 to \$5.75. Ten workers were under the "yarding" heading and earned from \$5.50 to \$7; two were listed under "loading" and made \$5.50 to \$6.50. The rest of the workers were not listed under an occupational category. Ethnicity of the names seems to have been primarily western European with a few Hispanic and eastern European names. For example, the last 10 names on sheet 3 were: Hoover, Thrash, Titchinal, Trelore, Reyes, Gonzalez, Rebose, Jacobson, Lampshire, and Eggert. The recapitulation sheet for Camp Bumble Bee 1 during this period was \$4,764.79 earned in wages; \$1,818.52 for charges against employees and \$112.37 in advances, yielding a balance pay-out of \$2,833.90 (S. A. SLC Camp Bumble Bee Payroll 1925).

A payroll recapitulation sheet for Cow Creek Camp during the first period in May, 1925 showed:

Amount [wages]	<u>\$8,245.95</u>
Less coupons	387.00
Board	1,664.59
Hospital	259.60
Transportation	221.25
Rents	124.70
Railway (Sierra)	50.40
Time checks	2,532.27
Stan [Standard]:	
Rest [restaurant?]	9.45
Stan Hotel	<u>4.50</u>
	5,253.76

$$8,245.95 - 5,253.76 = \text{Net for payment} \quad \$2,992.19$$

The June 16 through 30 payroll for surveys indicated that the crew consisted of five men: Strauch, Smith, Altschuler, Peterson, and Wilson. They earned daily wages

⁸¹ Manny Marshall noted that work days for train crews were often up to 16 hours. See also his discussion about the "Hog Law" (Marshall 1991:46 & 50).

WORKING FOR WAGES, 1925

from \$3.55 to \$6.98, however, the payroll sheets do not show individual occupations. Board charged was \$15.75 for the period, and the crew worked six-day weeks.

The June 16 through 30 payroll for the Sonora plant shows that there were 96 men and boys on the payroll, earning daily wages from \$13.46 (Plant Superintendent J. C. Dambacher) to \$2.80. Unfortunately, these payroll sheets do not show occupations either, but by relative wages, it appears that Joseph Silver and H. E. Bachman, who earned \$8.50 and \$8 per day, were probably shift foremen. Rank and file workers made from \$2.80 to \$6.50, but averaged about \$4 a day working six-day weeks. Workers' pay deductions included the usual for the hospital fund, however, there were no board, rent, or coupon charges. Still, some workers who apparently got advances ended the pay period with a zero balance. The Sonora plant payroll indicates a definite ethnic shift from that shown on the woods camp payrolls. At the Sonora operation, Italian and Hispanic surnames predominate, with some western European names. For example, after Dambacher and John Doyle, the next 10 names on the payroll sheet were: Ghirso, Depoli, Candolita, Mariatinas, Wolf, Morino, Favero, Pagani, Danganan and Medallo.

The 1925 payroll for June 16 through 31 indicated that Cow Creek was operating with 163 men, earning daily wages from \$2.71 to \$11.88, and averaging about \$5. Though there were a very few higher and lower wage figures, they appeared to be for "overtime" or partial workdays. W. Mayhall was probably the camp boss, \$11.88 per day, though these sheets do not indicate occupations. The total wage earnings for the period were \$9,723.64 with employee charges totaling \$4,070.72. Board for each person for the whole period was \$15.75, or \$1.05 per day. There was no indication of a day off for many workers, but most worked six-day weeks.

The payroll recapitulation sheet for the first half of July, 1925 showed the following summary:

Total wages for:			
General office	\$2,412.60	less	\$ 68.75 charges
Miscellaneous	1,897.02		114.40
Sonora	6,169.58		339.70
Standard	35,033.45		4,574.79
Railroad	8,630.79		2,599.24
Pickering	21,781.23		7,806.83
Crandall	9,207.38		2,960.51
RR construction	6,231.90		1,949.52
Survey	235.38		137.19

Thus, the total payroll for the period was \$91,599.43 and the total charges were \$20,550.93; leaving a balance of \$71,048.50 paid out in wage checks. Notes on the sheet show that there were boarding houses at Parke Station, Lyons Dam, Rath, Crandall, Pickering, and Bumble Bee. There was no indication of location, but there was a notation that there was a separate boarding house for railroad construction "Outfits 1, 2 and 3," and that survey work was being carried out at Rose Creek Spur 1 and Herrin Creek Spur 2.⁸² Another notation indicated that moneys were passed between the Standard operation and the Pickering's Macdoel plant.

The Camp Crandall payroll for July 16 through 31 shows that there were 153 men at the camp who earned daily wages from \$2.66 to \$11.25, and averaged about \$5. A very few wages were higher than \$11.25, but they were inconsistent by day, and thus may be anomalies for extra work. Like Cow Creek, payroll sheets for Camp Crandall do not show occupations. Workers were charged from \$2.30 to \$44.46 for the 16-day pay period for coupons, board, and rent; in the low range of charges, workers provided their own board. Though it was unusual, some workers ended the pay period with a zero balance, for example H. Clement made \$44.46 for the period and paid out \$16.80 in board, \$.40 in Sierra Railway fares and paid a debt of \$27.26 under the heading of "time checks," probably a

⁸² Though shown on modern maps as "Herring Creek," PLC maps usually show the creek and its namesake camp as "Herrin."

Fairview Station is shown in the SPRwy's 1913 report to the State of California Railroad Commission as having a one-story, frame section building measuring 16' x 24'; three, one-story bunk houses measuring 12' x 16', and a one-story tool room measuring 10' x 12'; all apparently built in 1907. These structures probably housed the railroad construction crews (S.A. SPRwy 1913).

Probably named for Train Dispatcher Ed Parke, Parke Station was also home to section crews as late as 1952. At that time, section crews were also housed at Junction, Schoettgen Pass, and Beardsley camps (UD 12-2-65).

wage advance. Thirty-seven percent of the workers bought coupons, which appear to have generally been in \$5 denominations; coupon purchases ranged from \$5 to \$30. Board for the whole period was \$16.80, therefore workers were charged \$1.05 per day; rent was \$2.30 or \$.15 per day. The daily payroll ranged from \$694.84 (July 26) to \$834.58 (July 16); the total payroll for the 16-day period was \$11,712.58. As indicated by surname, the camp workers were predominantly western European, with a few Hispanic and eastern European names, such as Hansen, Haven, Vukomanovich, Van Cleave, Campbell, McGowan, Gomez, Flores, Gilkes, Kirkpatrick, Eiselstein, Curtain, Brady, Crandall, Moe, and Young. Again, several multiples of the same last name probably indicate relatives working together, for example Crandall, Klimo, Scofield, Hocking, and Zake.

The Camp Pickering payroll for September 16 through 30 listed 305 men, earning daily wages from \$2.66 to \$11.88 (W. Mayhall), but averaging about \$5. There were some lower wages, but those appeared to have been for partial days, or perhaps for extra tasks. The wage for the period totaled \$22,760.65, thus the "average" pay was \$66.94 for the period. Though the arithmetic yields an average daily rate of \$4.46, the actual average was a little higher, since not all 305 people were on the payroll for every day of the period. The actual pay-out for wages was \$22,760.65; minus \$742 in coupons, \$3,990.27 for board, \$55 for the hospital fund, \$153.75 for transportation, \$7 for hotel, \$389.95 for rents, \$12 for railroad fares, \$2,071.92 for "time checks" or advances, and \$11.90 for charges to the Standard restaurant. Additional charges were listed as \$7.35 for RR camp, \$2.10 for Rath, and \$40.78 for sundry, totaling \$15,276.63. The ethnic mix seems about the same as for Camp Crandall: predominantly western European names, with a few Hispanic and eastern European surnames. For example, the first 10 names on sheet 5 were: Browne, Conway, Naegelin, Malin, Dobef, Pastiono, Fletcher, Munro, Leddy, and Cook. Again, it appears that a number of relatives worked in the same camp, for example, multiple Minnicks, Nichols', Fontaines, Gonzales', and Mills'. J. F. Telfer was the timekeeper, and he made \$5.55. Full-time board was \$15.75 for the period.

In 1925, the October 1 through 15 payroll for the railroad operation listed 56 workers; this high number may include not only dispatchers and trainmen, but also repairmen. Engineer William L. Scott averaged about \$9.57 per day, Fireman Manuel J. Marshall⁸³ about \$6.79, and C. E. Tambs \$4.50. To indicate ethnic identities, 10 sequential

names on the train crew sheet were: Jens Neverest, Frank Martell, Harry Smith, Chas. Hollander, Jos. Kelly, P. C. Peters, Frank Ray, C. E. Tambs, C. L. Moorman, and F. Reitz. The railroad construction crew payroll was, again, folded into that for the other railroad workers. Construction workers numbered 114 for this period and their prevailing daily pay rate was \$3.50. Ten sequential names on the railroad construction crew were: Tom Tracy, H. S. Brush, W. Lonergan, A. Bach, E. Tracy, A. Garcia, J. Padilla, F. Bell, J. Salgado, and J. Gonzales. Thirty-eight percent of the surnames on the railroad construction crew sheets were unmistakably Hispanic. The recap sheet showed the total railroad payroll—operations and construction—at \$9,448.12. Deductions were:

Standard coupons	\$ 130.00
Crandall coupons	25.00
Pickering coupons	37.00
Parke boarding house	169.75
Lyons dam boarding house	306.65
Rath boarding house	484.41
Bumble Bee boarding house	281.25
Crandall boarding house	18.20
Pickering boarding house	65.45
Outfit #3 boarding house	1.75
Hospital fund	186.25
R.R.	101.25
Rooms (hotel)	40.50
Rents	77.25
Blockwood	8.00
Sierra RR fares	28.
Check Settlements	597.09
Payroll deduction (Castro)	14.80
Accounts receivable (W. R. Proctor)	13.99

Thus, the net pay-out was \$6,861.53.

The logo that would become so instantly associated with the Pickering Lumber Company—the pick and ring trademark—was first registered by the company in 1926 (S. A. PLC 1958:1). The Pickering Lumber Company also issued company scrip in the form of coins in addition to the coupon books in use under the SLC's ownership. Coin denominations were \$1, 50 cents, 25 cents, two different 10-cent, and two different five-cent tokens. A die in the shape of a pick was stamped out of the center of each coin. According to an interview of former Pickering employees, if an employee ran out of money during a month, he could get a loan in Pickering money, nicknamed "Pickering Picks." The money could be redeemed at the company

⁸³ Manny Marshall was promoted from fireman to engineer on April 26, 1926 (Marshall 1991:70).



"Pickering Picks" in \$1.00, 50 cent, and 25 cent denominations. These coins were redeemed in company commissaries in the woods and in company stores at Standard City. Coins courtesy of Fibreboard Corporation; P. A. Conners, photographer



store. If, after a winter or so, there was no record of the employee trading at the store the employee would be fired, even though the cash buyer left no paper trail at the company store (Dambacher and Marshalls interview 1989.)

In June 1928, camps Strawberry 1, Eagle Creek, and Strawberry 2 were in operation. Strawberry 1 loaded 3,369,400 board feet for the month and 9,170,080 that far into the season; Eagle Creek loaded 4,596,630 board feet

for June and 13,012,310 at that point in the season; Strawberry 2 loaded 4,226,720 board feet for June and 10,258,590 thus far for the season. For June, the mill had sawn 18,250 logs and 46,880 logs thus far for the season. A total of 10,528,180 board feet were stored in the pond as of the end of June. For 1929, PLC reported 27,630,290 board feet of timber depletion sustained during that season in its Stanislaus Division. At a little more than \$4.42 per thou-



*Freshly lettered Shay locomotive with the distinctive "pick and ring" logo.
Manuel J. Marshall collection*

sand, that totaled \$122,209.10. Depreciation was also reported for Rose Creek Spur #4, this spur "now being completely depreciated and abandoned: \$122,069.30" (S. A. PLC 1929:726).

Reflecting both the uncertainties of the deepening economic depression and having reached across the Middle Fork Stanislaus, the 1930 season opened May 6 with Strawberry and Tunnel Creek. June, 1930 showed only Strawberry and Camp Tunnel Creek operating. Strawberry had loaded 5,757,630 board feet in the month and 10,071,640 for the season to that date; Tunnel Creek had loaded 5,420,170 board feet in the month and 9,768,360 for the season to date. The mill had sawn 18,099 logs in June and

33,364 for the season to date. As of the end of June, only 4,412,610 board feet were stored in the pond at Standard. In August, Sour Grass at Milepost 48.5 and Beardsley Flat at Milepost 41.1 opened.⁸⁴ Strawberry shut down after August 15 and loading was sporadic at Tunnel Creek. In September, Sour Grass loaded the whole month, but Beardsley Flat loaded for only five days and Tunnel Creek for only two days out of the month. Again in October, Sour Grass was operational the entire month with Beardsley Flat and Tunnel Creek operating only two days. Sour Grass closed November 15; the other camps did not open and loading was done for five days at Lyons Dam⁸⁵ (S. A. PLC1923-31).

⁸⁴ After construction of the dam at Beardsley and rerouting the rails to the crest of the dam, Mileposts to points north of the Middle Fork were reduced by 2.2 miles. Beardsley Flat logging camp was reportedly opened in 1929 and used for several seasons before it was converted into a camp for section and railroad operating crews (Hungry Wolf 1978:127, 131).

⁸⁵ For comparison, in 1930, West Side camps 37, 38, and 39 were open.



Heisler Number 8 is shown under a full head of steam, pulling a donkey to Camp Sour Grass in 1930. Notice that the steam donkey was attached to a log sled. Being on runners, the donkey could pull itself on the ground from place to place under its own power.

Just having started operations on the north side of the Middle Fork Stanislaus, the 8 Spot may have been hauling steam donkeys and their sleds to the north side for the first time. This engine had been the Sierra Railway's Number 9.

When he was four years old, Manny Marshall had seen this locomotive on its run to Angels Camp on the Sierra's branch line, when it was rocked by the explosion of a carload of dynamite. When she came into service on the logging railroad, she could not retain her old number; Number 9 already having been assigned to D.H. Steinmetz' private speeder.

Heisler locomotives were named for their designer and, at one time, their builder, Charles L. Heisler. Heisler locomotives, built from 1891 through 1941, were produced by the smallest and youngest of the three major manufacturers of steam, gear-driven

locomotives, behind the Lima Shay and the Climax. Heislars had a centered drive shaft which ran the length of the locomotive's underside. Shays, on the other hand, had their drive shaft located along the side of the locomotive, giving them a lop-sided appearance. Power on Heislars was supplied by a two cylinder "V"-type engine. Both Shays and Heislars used beveled gears, but on Heislars, the gears drove the front axle of the front truck and the rear axle of the second truck. Logging railroads used geared locomotives such as Shays and Heislars because they were designed to pull their maximum load at very slow speeds. Gears were used to reduce the number of revolutions of the drive wheels relative to the engine's crank shaft, or piston travel.

Russell Davis collection

LANDS & TIMBER

STANDARD BLOCK

DECEMBER 31, 1930

Description	Acreage	S. Pine	W. Pine	Fir	Cedar	Totals
<u>T 3 N - R 16 E</u>						
Sec. 5 NE NE	40.35					
NW NE	40.85					
SW NE	40.					
SE NE	40.					
NE NW	40.08					
SE NW	40.					
NW SE	40.					
SE SE	40.					
	320.85					0100 ✓
Sec. 9 NE NE ✓	40.					
NW NE ✓	40.					
SE NE ✓	40.					
NE NW ✓	40.					
NW NW ✓	40.					
	200. ✓					0100 ✓
Sec. 10 NE NE ✓	40.					
NW NE ✓	40.					
SE NE ✓	40.					
NW NW ✓	40.					
SW NW ✓	40.					
SE NW ✓	40.					
NW NW ✓	40.					
SW NW ✓	40.					
SE NW ✓	40.					
NW SE ✓	40.					
SW SE ✓	40.					
SE SE ✓	40.					
	480. ✓					0100 ✓
Sec. 11 NE NE -	40.					
NW NE -	40.					
SW NE -	40.					
SE NE -	40.					
NE NW -	40.					
SE NW -	40.					
NW SE -	40.					
NW SE -	40.					
	320. ✓					0100 ✓
Sec. 12 R/W thru SE NE & SE 1/4 -	15.					
	15. ✓					0100 ✓
Sec. 13 NE NE -	40.					
NW NE -	40.					
SE NW -	40.					
NW NW -	40.					
SW NW -	40.					
SE NW -	40.					
	240. ✓					0100 ✓
Sec. 24 R/W thru NE NE & SE 1/4 -	7.					
	7. ✓					0100 ✓
Sec. 25 SW NW ✓	40.					
SE NW ✓	40.					
NE SW ✓	40.					
NW SW ✓	40.					
SE SW ✓	40.					
NW SW ✓	40.					
NW SE ✓	40.					
SE SE ✓	40.					
	320. ✓	320		70		390
		320		70		390

- 2 -

On this page and the next are samples from the Pickering Lumber Company's accounting of its Standard Block showing the company's land and timber holdings at the end of 1930. (See appendix page 367 for more samples.)
Fibreboard Corporation

WORKING FOR WAGES, 1925

LANDS & TIMBER

STANDARD BLOCK

DECEMBER 31, 1960

Description	Acreage	S.Pine	W.Pine	Fir	Oedar	Totals
<u>T 5 E - R 16 N</u>						
Sec. 29 NE NE ✓	40.	675	880	555	240	2350
NW NE ✓	40.	1240		1050	200	2470
SW NE ✓	40.	1270		750	120	2120
SE NE ✓	40.	1750		225	110	2055
NE NW ✓	40.	670	530	680	155	2035
NW NW ✓	40.	300	420	570	55	1355
SW NW ✓	40.	550	50	555	130	1195
SE NW ✓	40.	1260		520	110	1590
NE SW ✓	40.	50	500	225	70	975
NW SW ✓	40.	1455	170	350	50	2095
SW SW ✓	40.	845	340	150	105	1440
SE SW ✓	40.	595	390	655	100	1750
NE SE ✓	40.	955	315	760	95	2135
NW SE ✓	40.	275	515	120	70	950
SW SE ✓	40.	555	230	430	100	1295
SE SE ✓	40.	920		715	40	1685
640. ✓	18525	4405	8420	1750		28155 ✓
Sec. 30 NE NE ✓	40.	170	530	545	45	1590
NW NE ✓	40.	520	950	300	215	1915
SW NE ✓	40.	75	1125	100	55	1355
SE NE ✓	40.	300	720	355	35	1500
NE NW ✓	40.	370	1260	555	155	2530
NW NW ✓	41.47	490	1350	450	240	2550
SW NW ✓	41.22	580	1520	145	230	2475
SE NW ✓	40.	460	1330	15	120	1925
NE SW ✓	40.	240	1520	370	180	2110
NW SW ✓	40.97	250	1130	110	75	1575
SW SW ✓	40.72	420	1140	150	120	1640
SE SW ✓	40.	575	420	555	100	2060
NE SE ✓	40.	1230	320	515	50	2445
NW SE ✓	40.	550	460	730	60	1830
SW SE ✓	40.	1550		910	90	2650
SE SE ✓	40.	920	380	550	110	1960
644.56 ✓	9430	14315	6665	1930		32340 ✓
Sec. 31 NE NE ✓	40.	1550	415	450	70	2545
NW NE ✓	40.	2110	415	545	150	3220
SW NE ✓	40.	1580	595	450	55	2810
SE NE ✓	40.	1250		525	130	1935
NE NW ✓	40.	1250	255	750	205	2500
NW NW ✓	40.52	155	305	500	100	1390
SW NW ✓	40.37	500	55	555	150	1440
SE NW ✓	40.	1790	345	355	100	2600
NE SW ✓	40.	1815	155	775	100	2645
NW SW ✓	40.22	445	545	480	90	1560
SW SW ✓	40.07	1150	20	450	55	1685
SE SW ✓	40.	550	50	520	75	1655
NE SE ✓	40.	550	100	380	55	1385
NW SE ✓	40.	1270	55	555	15	2205
SE SE ✓	40.	1090	240	410	70	1810
601.16 ✓	17515	3625	8725	1450		31305 ✓
Sec. 32 NE NE ✓	40.	235	200	45	90	550
NW NE ✓	40.	145	20	375	20	550
SW NE ✓	40.	1015	505	145	170	1635
SE NE ✓	40.	1455	310	355	130	2290
NE NW ✓	40.	1455	70	515	50	2130
NW NW ✓	40.	1540		720	100	2460
SW NW ✓	40.	1540		325	50	1625
SE NW ✓	40.	2090	140	420	190	2840
NE SW ✓	40.	1520		190	110	1920
NW SW ✓	40.	1250	220	370	90	1940
SW SW ✓	40.	1300	50	470	170	1990
SE SW ✓	40.	970	420	55	115	1590
NE SE ✓	40.	1500	260	315	150	2225
NW SE ✓	40.	520	450	200	200	1650
SW SE ✓	40.	1475	530	320	155	2790
SE SE ✓	40.	540	950	50	120	1660
640. ✓	18820	4515	4910	1940		30165 ✓

THE DEPRESSION, THE SHUT-DOWN, EASY MONEY, AND THE “VE\$TED INTERE\$T IN EUPHORIA”

Once on the north side of the river, the first formidable railroad construction engineering challenge was crossing the steep chasm carved by Chinaman Creek. Plans for the 20-bent wooden trestle show that it was constructed by Carl Wedstead over June and July of 1929 on a 30 degree curve and a 2.76 percent grade. The tallest leg of the trestle was on bent 12; from the plans, it measured 95 1/2 feet. The finished length of the trestle was 310 feet and its height was 110 feet. The height, grade, and curve of the trestle and the steepness of the ground falling below gave each trainman cause for relief once the last, log-laden flat, and the last heavy engine had safely crossed Chinaman Creek.

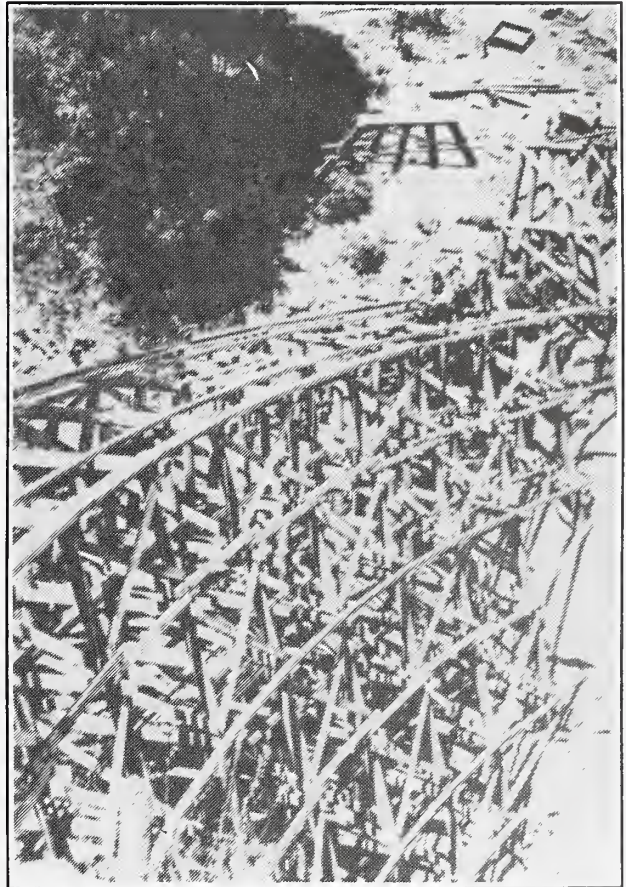
But north side operations had barely gotten underway before the shock waves of the Great Depression rippled into the woods. As an industry reliant on heavy investment and borrowing in order to capitalize on the benefits of the coming season, the logging industry was cut off at the knees with the bank failures of the early 1930s. Moreover, the demand for its product plummeted with the virtual erasure of construction.

Little corporate documentation has been located to help portray what was occurring with the Pickering Lumber Company's Standard Division between its woods shut down the winter of 1930 and its late 1936 reorganization plan. It is clear that the Standard Lumber Company had become increasingly financially unstable through the latter 'teens, culminating in its sale to the Pickering interests. The SLC's pattern of escalating and accelerating borrowing—including the \$10 per share assessment on stockholders to raise cash for the 1915 logging season—set it in an increasingly large debt spiral. The SLC appears to have settled into a mode of modest modernizations and facility expansions together with purchasing more timber land and stumpage from adjacent private and Forest Service-administered lands. Little was bought in the way of new machinery for the railroad: with few exceptions, aging and second-hand locomotives, flats, and specialty cars operated on second-hand rails and fasteners; and woods work was often slowed by worn-out steam donkeys, outmoded machinery, or general equipment failures.

Pickering's purchase of the Standard Lumber Company brought an infusion of capital investments and acquisitions, including substantial additions to the company town, saw-mill plant modernizations, and purchase of new logging equipment and locomotives. What is less apparent is whether the Pickerings also brought management innovations. It is likely, however, with the Pickerings' long ex-

The Standard Lumber Company and its successor had fully participated in the post World War I economic boom that encouraged companies as well as individuals to borrow, spend, and borrow again....

perience in large-scale logging over a broad geographic base, that they acquired the SLC with the firm conviction that it could become an asset—a money-making proposition; particularly after adding the West Side Lumber Company holdings.



Hung on the Middle Fork Stanislaus canyon wall near Beardsley Flat, this rare 1929 photograph shows construction techniques used on the Chinaman Creek Trestle. Specialized bridge crews built and repaired these vital links along the railroad. Manuel J. Marshall collection.

The company's foray into welfare capitalism is reflected in its company town, hospital, recreation facilities, church, stores, hospital fund, and efforts at comfortable woods camps. These ventures in employee well-being were designed to spawn loyalty and spurn unionism.

Studying logging railroads provides a wide-angle lens for viewing the social, economic, and political processes and structures that crowned America's transformation into an industrialized nation. Fully articulated with these forces, the Pickering Lumber Company both reflects its time and illuminates and particularizes it. The Pickering corporate complex, with its lumber, gas, oil, utility, real estate, and transportation enterprises was fully part of the modern corporate economy that had come of age during the decade of the 1920s. Armed with modern scientific management, long-range planning, and time and motion efficiency strategies, it appears that the Pickering group continued the process begun by the Standard Lumber Company of deprovincializing its sphere of interest. Much as the radio, mass circulation newspapers and magazines, movies, advertising, and the astounding popularity of the automobile brought rural communities more into the fold of a developing mass culture during the 1920s, the coming of the Sierra Railway to Tuolumne County mainlined the area into the modern, national, corporate economy. In chain reaction, appending the Sugar Pine Railway to the terminus of the Sierra Railway and then extending the Sugar Pine deep into the virgin forests brought these largely uninhabited and barely visited hinterlands out of virtual isolation and into the service of national systems. Railroad logging systems contributed to the accelerated trend of urbanization that characterized the 1920s.

But in addition to aspects of the PLC operations that coursed with the general current of historic trends that we now perceive in looking back on the 1920s, there were also cross-currents. Among the notable eddies were that the Pickering organization—though exemplifying the corporate capitalism that came to full flower in the 1920s—at its core, was a family-owned and controlled business. Although there were key people in the PLC organization who were not family, such as David Steinmetz, Steinmetz and the Pickerings were managers by experience and not by training. And it appears that, with the change in ownership, Steinmetz had begun answering to the Pickerings for more decisions of less consequence.

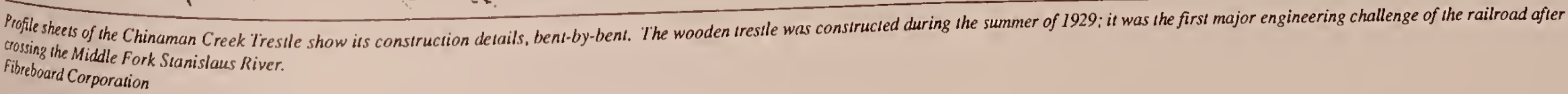
Though PLC's market share in the California and the national lumber industries has yet to be calculated, the company's size and structure were clearly part of the na-

tional trend through the 1920s toward formation of oligopolies. Lending to that phenomenon was that its railroad logging system harvested timber in places not yet effectively reachable by other available technologies and systems. In other words, for most private offerings of timber land, stumpage, or government timber sales within its sphere of influence, the PLC was the only game in town. Though the Forest Service dutifully followed its egalitarian procedures of publicly advertising its timber sales, it also heeded the call of "wise use." This credo viewed the industry as a partner in bringing the commodities of the public's forests to the public, while supporting private enterprise, bolstering rural economies, and squeezing-in principals of scientific management where it could. In the Standard and early Pickering eras, government timber sales were proposed by the company itself. The company simply applied to the Forest Service to harvest lands the company specified, Forest Service officials examined the proposal—sometimes merely accepting the company's cruise data—and the Forest Service publicly advertised the sale, knowing full well that the only prospective bidder was the applicant. With little cross-over, the three major railroad logging operations on the Stanislaus National Forest controlled individual watersheds: the Yosemite Sugar Pine Lumber Company on the Merced, the West Side Lumber Company on the Tuolumne and, on the Stanislaus River, the Pickering Lumber Company.

The Standard Lumber Company and its successor had fully participated in the post World War I economic boom that encouraged companies as well as individuals to borrow, spend, and borrow again. When the Federal Reserve System tightened credit in 1920 to discourage this inflationary trend, the consequence was a sharp recession during 1920 and part of 1921: the most profound in the nation's history to that date. From 1920 to 1921, the national price index for lumber fell by 50 percent. And though by 1923, industrial activity was high, lumber prices had remained low (Cox et al. 1985:205).

Another way the company exemplified its time was its trappings of welfare capitalism. Reflected in its company town, hospital, recreation facilities, church, stores, school land donation, woods camp improvements, and hospital fund, management's ventures toward employee well-being were designed to spawn loyalty and spurn unionism. Like the eight-hour day at the sash and door factory, the decision was baldly motivated by calculations of increased production, of attracting a better class of worker, and of weeding-out slackers.

Though the notion demands more scrutiny, it appears that the SLC experienced the economic changes between the post war up-turn and the depression in a similar way as the nation's agricultural sector. Like agriculture, the SLC





and, to a less profound degree, its successor, were unable to rebound from the recession of 1920 and 1921, having accumulated back-breaking debts during the inflationary 'teens. This debt load was piled high in response to demand for its products and in an effort to capitalize on rising prices for its products, all in a milieu of formidably high, fixed costs. The up-turn in the economy later in 1922 and continuing through early 1929 allowed the PLC to continue the SLC's legacy of buying on credit and securing substantial loans to sustain it; few debts were truly satisfied, although the breadth and diversity of the Pickering organization more effectively mitigated and masked its financial over-extension and lumber market gambles.⁸⁶

One of the changes in American culture culminating in the 1920s—the astounding popularity and ubiquity of the automobile—presaged fundamental changes to the railroad logging system as well. The proliferation of improved roads and the development of powerful trucks suitable for woods work would eventually undercut the efficiency of railroad logging systems and increase the pool of competitors for government timber sales.

The full effect of Wall Street's Black Tuesday, October 29, 1929, took nearly a full year to reach Standard, California. Although with the inevitability that appears only in retrospect, the stock market's collapse had been foreshadowed by some seemingly innocuous downturns in consumer spending after 1927 and in sharp declines in housing construction. But the crash did not seem inevitable to Americans living in 1929; stock prices had seemed reasonable given the business climate and the optimism of increasing returns on investments. After the sharp downturns of 1921 and 1922, the advances in stocks later in 1922 and for most of the remainder of the decade reflected a new, post-war, more realistic view of the United States' position and prospects in the world economy. What Robert Sobel called the "cult of the stock market"—the belief that stock market prices would continue to rise and that the nation's economy and growth curves would be unending due to economic expansion in the new context of world markets—buttressed the rise in stock prices, optimism, and speculation. Galbraith's phrase for the same phenomenon was the "vested interest in euphoria"—a belief by people and institutions that everything will be ever-improving and that they are meant to be richer (Galbraith 1988:xii-xiii). World War I veterans did not return home to the bread lines

predicted by the prewar isolationists; instead they returned to a labor shortage. America had profited from the conflict, having captured unprecedented foreign markets and, moreover, had no reconstruction problems to its drain resources and profits. Though the stock market fluctuated wildly between 1917 and 1922—including the depression during 1920 and 1921 that put more than four million people out of work—the depression at the end of the decade appears to have been a result of swollen inventories, over-expansion, and a substantial period of "easy money" that precipitated sharply falling prices, but left production costs high (Sobel 1968:21, 24-26 and Galbraith 1988:2).

As successors to the Standard Lumber Company, the Pickering Lumber Company found it was living in a paper palace. As both a purchaser and source of its stocks and bonds, it would pay only a fraction of the stock price in cash and borrow the rest of the money from a bank, using the security itself as collateral. The company usually secured a time loan of three months to a year at a low fixed interest rate, renewable at the option of both parties. In a bear market, when the security's price fell below a certain point, the purchaser could be asked to provide more margin, or collateral. To cushion some of these blows, Pickering's diversity, combinations, and consolidations made it of a size that conferred a certain sense of stability such that losses in one area would often be offset by gains in another. When the company was short of liquid assets and unwilling to go to capital markets to borrow money, it issued stock in lieu of paying cash dividends such that it might issue 1/10 of a share with a par value of \$100 in place of a \$10 dividend. In a bull market, this was acceptable to stockholders; but in a bear market, it was disastrous, substituting debt for equity (cf. Sobel 1968:27-29, 33-34; Galbraith 1988:xiv).

Industries such as lumber had grown so rapidly in the wake of World War I and immediate postwar demands that they had developed a productive capacity that far outstripped real demand in the 1920s (Hill 1988:14). Reflective of the nation, as demand slacked, the PLC's inventories increased and precipitated a back-off on production, ultimately being part of the process leading to recession by mid-1929. Lending institutions no longer had the funds to loan—having invested in corporate stocks whose value had taken a dive. The demand for lumber went from bad to worse, particularly during the depth of the Great Depres-

⁸⁶ By 1929, institutions that provided credit comprised the tenth largest business in the U.S., exceeding \$7 billion a year (Henretta et al. 1987:722).

sion, between 1931 and 1933.⁸⁷ Adding to the Pickering's disarray in 1927, W. R. Pickering died and was succeeded by his son, William A. Pickering.⁸⁸ On November 4, 1927, the PLC board elected P. H. Neyhart to fill the board vacancy caused by W. R.'s death.

In 1928, PLC's timber lands at Haslam, Texas were exhausted and, in California, its small sawmill at Macdoel was destroyed by a fire (UD 5-25-60). However, its activity in extreme Northern California was increasing with the Forest Service's acceptance of PLC's bid on a mammoth 400,000,000 board foot timber sale on the Modoc National Forest's Badger Unit. To mill the lumber, the company planned to build a box sawmill and plant near Alturas for \$3,000,000. This activity was facilitated by access to the vicinity via the Southern Pacific Railroad; the Southern Pacific had recently taken possession of narrow gauge railroads in the area and was converting them to a standard gauge line to the town of Alturas (UD 10-6-28).

To stimulate the economy and "prime the pump," President Herbert Hoover created the Reconstruction Finance Corporation (R. F. C.), organized by a collaboration of business and banking interests, was created to Operating on the trickle-down theory, the R. F. C. was to provide federal loans to basic, economy-driving enterprises. This, it was prefigured, would stimulate production, boost employment, and result in consumer confidence and spending. Criticized from the vantage point of hindsight, most analysts saw Hoover's R. F. C. plan as having merit, but as stingy and overly cautious in granting loans. But the creation and works of the R. F. C. did mark a fundamental change in what was accepted as the business of the federal government: to intervene directly in manipulating the performance of the economy. It was with this backdrop that the Pickering Lumber Company was able to secure a substantial R. F. C. loan and restructure and re-start its railroad logging operations.

⁸⁷ By the end of the first quarter of 1933, the national money supply had fallen by about one-third of its mid-1929 level—this was the economy's nadir. In 1933, of a total of 14,771 banks, 4,004 had failed. Compare this with a total of 30,909 banks in 1920 with only 168 failures (Henretta et al. 1987:741).

For reference to lumber inventories and demand at PLC, see Marshall 1991:97. For discussion of the premise that the crash was not so much the result of a runaway economy as it was a result of weaknesses in the institutional structure of finance capitalism and the inadequacy of the US' post World War I political leadership, see Sobel 1968:12.

⁸⁸ By the end of 1927, Pickering had divested itself of at least some of its holdings in Louisiana. A contract dated December 10 indicated the purchase of all buildings owned at Pickering, Louisiana—including a powerhouse, dry kilns, sheds, warehouses, tramways, stack bottoms, office, store, hotel, dwellings, etc.,—by Frank Perkins for \$5,000. This indicates Pickering abandoned its logging interests in at least part of Louisiana.

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"Though almost all other California Pine Mills have curtailed production 50 per-cent or more for some months, either by cutting off night shift, or reducing working hours, or both,⁸⁹ we were hopeful business conditions would improve so we could continue operating our Sawmill full blast day and night shifts. However, our hopes have not materialized, and we have no alternative now but to reduce our lumber production. To meet this situation the sawmill will not be operated nights after Friday, August 15."

Notice to Pickering employees at both Standard and Tuolumne Mills, August 1930

With closing Camp Strawberry 2 early in August 1930, the night shifts at both the Standard and Tuolumne sawmills were axed. It was reported, however, that the company would continue its 10-hour, six-day per week day shifts, working on accumulated logs "through the season and well into the next year. The loyal employees, who will be effected by this change, in so far as possible, will be taken care of in other departments" (UD 8-16-30). Though during the spring of 1930 and 1931, the company optimistically cleared the mainline of slides and fallen trees all the way to Sourgrass at Milepost 47 on the north side, seeing no improvement in the lumber market, the logging camps both south and north of the Middle Fork Stanislaus remained closed (UD 8-16-30). Pickering's abandoned logging camp at Strawberry 2 was eventually leased to the U.S. through a November 1933 agreement for use as a Civilian Conservation Corps (CCC) camp for Company 1239; the monthly fee would be \$150.⁹⁰ The box factory and planing mill at Standard continued in limited production and the train crewmen with seniority were able to run switching operations for these manufactures. The company gave preference to married men in having train crewmen with less seniority take on jobs at the erratically operating box factory and planing mill. Marshall reported that demands for inexpensive "Twain Harte siding" and knotty pine kept the mills going during 1931, but that it was in 1932 that "the real pinch began." Pickering work became so erratic that employees arriving for their shifts were simply told to go home. Resident manager, J. C. Rassenfoss, tried to be hopeful despite the closure of the logging and

sawing operations. He reported to *The Union Democrat* in mid-1931 that he anticipated that orders for Pickering lumber products would begin arriving to keep the lumber yards and planing mills at Standard and Tuolumne, the box factory at Standard, and the sash and door factory in Sonora running (UD 5-16-31). Some, like Marshall, began working for themselves doing odd jobs and, a little later, were able to get work and a meager but welcomed paycheck by signing up with the Civilian Conservation Corps. Working to open Yankee Hill—CCC Camp 752—Marshall arrived on the job to find 10 others who had worked for the Standard or Pickering lumber companies, including former superintendent and logging camp boss, Laurence Crandall. It would not be until the 1937 season that the PLC would reopen its woods operations and employees like Marshall would be back at work on the logging railroad (Marshall 1991:97).

But another double punch occurred in 1930 when W. A. Pickering died, and on June 30, the venerable D. H. Steinmetz submitted his resignation to the Pickering Lumber Company's officers and board of directors. Born the day after Christmas in 1870, William A. Pickering had come into his father's varied business interests at an early age. At 20, he was firmly involved in the plexus of the Pickering lumber holdings, and in 1898, he assumed full responsibility of them. Among his actions related to the company's Tuolumne County interests were the 1920 purchase of the Standard Lumber Company, the 1925 purchase of the West Side Lumber Company, and the purchase of Robert Whiteside's timber lands near the South Grove of Big Trees,

⁸⁹ The company cited recent cutbacks at the Lassen Lumber and Box Company and the Fruit Growers Supply Company of Susanville as well as the Red River Lumber Company in Westwood as having gone on an eight-hour, five-day per week schedule with a 15 percent pay reduction. The Fruit Growers and the Red River companies were listed as among the largest of California's sawmills (UD 8-16-30).

⁹⁰ November 27, 1933, the Court authorized receiver, George Hicks, to lease to the USA "Quarters in Tuolumne County" for the CCC. The exhibit describing the facilities was not attached to the copy of the court authorization.

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north of the Middle Fork Stanislaus River. With these assets and the company's mills and timber lands in and around Alturas and Macdoel in California and Haslam, Texas, at the time of W. A. Pickering's death at 59 years old, the company controlled over 450,000 acres of land and over four billion board feet of standing timber. Its logging railroads operated on over 227 miles of mainline together with their supporting machine shops and terminals. Pickering had 51 retail lumber yards, four general stores, hotels, restaurants, hospitals, and other assets totaling \$40 million.⁹¹ A sales office was maintained in San Francisco with corporate headquarters in Kansas City, Missouri. William A., his wife and three children, however, had resided in Santa Monica, California for three years before his death in order to shore his wife, Zoe's, sagging health (UD 4-19-30).

On April 28, 1930, the board elected George R. Hicks as president of the Pickering Lumber Company in the wake of W. A. Pickering's death (UD 5-16-31; 1-6-34 and 5-25-60). In December of the same year, C. N. Hamblin, then general manager of the Sierra Railway, committed suicide; Thomas S. Bullock's son, John T. "Jack" Bullock was then brought in as general manager of the Sierra Railway and W. H. Newell became assistant or acting manager (Deane 1960:143).

Though Steinmetz had announced his resignation as vice president and general manager of Pickering's lumber interests at Standard, Tuolumne, Alturas, and Macdoel in early July—citing both a disagreement with the new management's policy to cut employee wages and a simple desire to retire from business life after more than 30 years in the lumber industry—he apparently was convinced to stay on-board in an advisory capacity to help the PLC re-open its California operations. Well-known and respected in the area, where he maintained a large home near the former site of Bradford's planing mill in Sonora, Steinmetz had become something of an icon of Tuolumne County industry.⁹² Lumbering on a modern, industrial scale was brought to Tuolumne County by the West Side and Standard lumber companies just when mining was waning. And since Steinmetz had been intimately involved with formation of both companies, he was in the "front ranks [of] an institution that has proven the very backbone of Tuolumne County," he was declared its "foremost citizen" (UD 7-5-



The venerable William H. Newell, key in construction of the Sugar Pine, Hetch-Hetchy and Yosemite Valleys and the Sierra railways is pictured on the right, at his retirement.

Bill Moran collection

30).

May 22, 1931, the Standard Lumber Company filed an order for voluntary dissolution as a corporation, and through dissolution decree number 4843, the SLC was officially in the past. Concomitantly, beginning May 31, 1931, the Pickering Lumber Company put itself in receivership and its president, George R. Hicks was appointed

⁹¹ *The Union Democrat* and other reports varied vastly on the Pickering fortune, but most ranged between \$30 and \$40 million in total asset value.

⁹² The Steinmetz Mansion was probably completed early in 1903. A *Union Democrat* article noted that: "The elegant residence being built on the Rudorff lot, which is to be the home of Manager Steinmetz and his family, is in the hands of the plasterers and plumbers. It is an attractive and conveniently arranged dwelling (UD 12-27-02).

receiver by the U. S. Court (S. A. PLC 1931 and UD 1-6-34). Its affairs were now under court supervision and a reorganization plan was pursued in order to secure a considerable R. F. C. loan; the amount ultimately applied for was \$3,250,000.00 (S. A. PLC Application 3-6-36). While under U.S. District Court oversight, Judge Albert L. Reeves presided over the case.⁹³

But another setback to the Standard side of the Pickering operations came with yet another fire, chalking-up a loss of between \$300,000 and \$500,000. The box factory and its adjoining warehouse at Standard burned to ashes on October 28, 1932 when a fire broke out in the warehouse boiler room and quickly spread. The drying sheds and their contents escaped major damage when firefighters were able to train water onto the shed roofs. Fire suppression was hobbled by "continued explosions of oil tanks throughout the burning buildings" and by lumber falling from the elevated monorail that paralleled the factory. In the smoldering aftermath, Rassenfoss stalwartly announced that box production would not be stopped and that the work force would not be laid off due to the fire; instead, those who had worked in the box factory would have a job in the box cutting department (UD 10-29-32).

Some of the first requests known to have come across Judge Reeves' desk regarding the PLC concerned its Forest Service timber sale in the Strawberry Unit. This had been one of the areas being logged when the woods operations were closed in 1930, and it had been a sale in which the company already had substantial investment, including the 18-mile Strawberry Branch line and logging spurs that had been graded to serve the sale. And it had been a sale prepared by the Forest Service, in part, to help sustain the company pending its crossing the Middle Fork Stanislaus.

Anxious to take quick actions that would put workers back on the job, on August 19, 1933, Judge Reeves authorized Receiver Hicks to spend \$15,000 to put the Pickering's railroad into operating condition to haul logs from Strawberry Unit and to borrow that sum secured by the familiar promissory notes.⁹⁴ The receiver's applica-

tion for this authorization noted that the Forest Service volume estimates from 1932 for the remaining timber on the Strawberry Unit were 15 mmbf of sugar pine at \$6.25 per thousand; 5 mmbf of ponderosa pine at \$5.25 per thousand; 12 mmbf of white fir, and 3 mmbf of incense cedar at \$.50 per thousand. The application also noted that subsequent to this estimate, the Forest Service had modified its cutting requirements, especially regarding incense cedar and white fir, that effectively reduced the total remaining quantity to 30 mmbf, but with two-thirds of it being sugar and ponderosa pine.

In the opinion of your Receiver, the said timber can be produced commencing early in... 1934 with less expenditure during the year 1933 than will be necessary in order to produce a like quantity of timber from any other available sources. There are already installed in said Strawberry Unit advanced railroad and logging facilities of a value on the books of said Pickering Lumber Company (unliquidated) of \$40,607.00 consisting of all railroad, complete camps facilities, donkey engines and miscellaneous equipment and supplies. Since December 31, 1930, there has been no maintenance of the present tracks into said area and your Receiver estimates the cost of bringing said tracks into operating requirements and laying and ballasting track yet to be laid at the sum of \$15,000.

Hicks further noted it was better to get the government timber in 1934 than to strictly harvest from adjoining PLC lands because of shorter rail travel and more favorable grades. The Strawberry Unit timber was also preferable to logging PLC lands north of the Stanislaus River because the Strawberry stands were heavier in prized sugar pine

⁹³ Correspondence from the court had the heading: District Court of the United States for the Western District of Missouri. In the Matter of Pickering Lumber Company, a Corporation, Debtor: In Proceedings for the Reorganization of a Corporation, No. 12,736.

Sigmund Stern was designated as the reorganization manager of the debtor.

⁹⁴ The Pickering Lumber Company's receiver was seeking to protect the company's assets for all its California properties. For example, January 27, 1933, Hicks applied to the court for the PLC to be allowed to ratify an agreement with the Forest Service regarding performance of insect control work in Modoc County. These timber lands comprised about 20,600 acres which had become infested with beetles. The lands are "the subject matter of purchase contract from the U.S." Lands were located in T43N, R 7,8, and 9E & T44N, R 8 & 9E, MDM.

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than company-owned lands north of the river. Hicks closed his argument saying:

... in the opinion of your Receiver, at this late date, no sufficient supply of logs, otherwise than from said Strawberry Unit can be obtained in time to make possible resumption of lumber manufacturing operations at said Standard Plant by the early part of the coming 1934 season and probably not prior to July 1, 1934....

Not doing this, Hicks noted, would jeopardize commencement of manufacturing operations at the Standard Plant. "Failure... to place said railroad in operating condition would... render impossible the production of lumber at said plant sufficiently early in the year 1934 to advantage said PLC, the receivership estate or the 1st mortgage Bondholders... should one of the possibilities above suggested become a reality." (That is, reorganization within 12 months of the Pickering Lumber Company, improvement in the lumber industry, or foreclosure of the first mortgage of the PLC dated May 1, 1926.)

This was one of the last actions taken by Hicks as receiver for the Pickering Lumber Company. He resigned after being elected president of the Union National Bank, one of the largest banking houses in Kansas City. The *Union Democrat* reported on an announcement posted at the company's Standard plant that "The duties and responsibilities of this post, coupled with looking after his own large lumber and other interests would not permit of him continuing giving the time necessary for the Pickering Lumber Company receivership." The court then appointed T. M. Barham as the new receiver. Barham had long been associated with the PLC and had served as vice president of the company at various times, including during Hicks' tenure as president. In that capacity, he had been assistant to the receiver (UD 1-6-34).

Reopening the Strawberry Unit was apparently stalled

in court,⁹⁵ and among the other court orders signed by Judge Reeves while the reorganization plan was being drafted was one on May 3, 1935 authorizing and directing trustee, Thomas M. Barham, to make a payment on a surety bond furnished to the U. S. Forest Service by the Pickering Lumber Company in connection with the timber purchase agreement covering the Strawberry Unit within the Stanislaus National Forest. This 1926 timber sale agreement was for a whopping 154,061,000 board feet on 4,700 acres with a time limit for removal of the timber extended until December 31, 1935. Cutting timber on this mammoth multi-year sale had begun in 1927 in the South Fork Stanislaus watershed and had progressed to the North Fork of the Tuolumne, to the south and east. It continued through 1930 with 138,000,000 board feet having been logged on about 3,760 acres when the woods operations were shut down in 1930. Steinmetz and PLC's receiver argued that it would be in the best interests of the company to keep its options on that tract open by keeping the agreement intact and in force by paying on the surety bond premium; this would enable PLC to economically log its adjacent land in a single entry while harvesting the estimated 34,320,000 board feet of timber remaining on 884 uncut acres on the north slope of Dodge Ridge (USDA/FS Tebbe 1936).

As part of the analysis preparatory to getting the R. F. C. loan, the Pickering's assets and liabilities were meticulously appraised in a 1936 report. The status of the company's holdings was that the Standard Division owned 53,992.77 acres in fee title. Of that total, timber on 19,937.06 acres had been cut, leaving 34,055.71 acres of virgin timber accessible to the Standard Mill. The PLC's sugar and ponderosa pine stands were described as "of very choice quality and comparable to the best in the Sugar Pine Belt in the Sierra Mountain Region of California... the average stand of Pine alone is 25,100 feet per acre." The quality and density of valued pine together with what were described as "very favorable logging conditions" added up to the opportunity for cheap logging costs. Though the white fir and incense cedar were written-off as having no

⁹⁵ More research is needed to clarify this picture, but it appears that prior to entering receivership, various PLC directors and representatives of banking institutions with which the company did business formed the Pickering Lumber Sales Company and transferred \$5,000,000 in assets and \$2,000,000 of liabilities from the parent, Pickering Lumber Company. One court decision held that the Pickering Lumber Sales Company was not part of the PLC and thus, assets transferred to it should not be returned. Harold H. Woodbury, a PLC stockholder who had filed suit bringing the matter to the court, filed a demurrer to this ruling. Judge Reeves then ruled that the position of the banks was improved by the transaction, having put virtually all of the more liquid assets of the PLC into a subsidiary and having charged those assets with the liability of the bankers' loans. Reeves said that the effect of the transaction on the other creditors was to reduce their security and create an inequality between creditors. Reeves, thus, ordered five banks and a number of brokerage houses to return \$5,332,592 to the PLC's receiver with the object of putting all creditors on a par (UD 1-6-34).

value, the appraiser noted that much of the timber land owned by the PLC was intermingled with prime timber lands administered by the Forest Service or privately owned. Private lands north of the middle fork, practically all owned by McArthur and Ducey, were also viewed as potential assets. R. F. C. officials were led to the conclusion that McArthur and Ducey were "willing to sell by any sized parcel as the applicant comes to it" and that it was "unlikely, from an economic standpoint, that this timber will be logged by any other than the applicant." The same was said for timber lands administered by the Forest Service. The appraisal included a short history and status report of the company, saying:

...the existing Standard plant was built and equipped in 1921 [powered by a Tandem Compound Corliss Engine]; it shut down in 1930.... Many years ago the original Standard mill operated a sash and door factory at Sonora. This plant is old, obsolete, in poor condition and is no longer a competitive unit in the industry. It is of very little, if any, value.... Adjacent to the mill site is a town providing accommodations for the administration of the lumbering operations and living quarters for the employees. There are some 85 structures which include such types of structures as an office building, hospital, boarding houses, stores, post office, et cetera. The town site comprises approximately fifty acres and an 800,000 gallon reservoir provides water for both the town and the mill.... The general plant site covers an area of 450 acres. There are also 700 acres of farm land adjacent to this town site. Other than for purposes used the land has only a nominal value.

Because the 48 miles of rail had been out of operation since 1930, it was estimated to cost \$75,000 to put the mainline back into condition....

Some of the first few miles of this railroad were built many years ago without any thought of its later being a part of a main line logging road such as it now is. Accordingly curvature as high as 45 degrees was used in places and also an unnecessarily broken gradient obtained. Therefore, on account of these limita-

"...As the applicant has sufficient timber owned in fee, we recommend that the Strawberry timber not be acquired and are allowing only enough funds necessary to salvage the camp, logging equipment and railroad steel from the Strawberry Unit...."
Examiner T. W. Hutchason, March 1936

tions, geared locomotives are used. At the present, main line haul is 53 miles, of which 5 miles are over a common carrier, it is obvious that the resulting transportation costs are higher than would be under more normal conditions. However, the transportation costs are not out of line with other similar Sugar Pine operations.

A 1928 engineering survey had indicated that maximum curvature could be reduced to 30 degrees and a proper gradient obtained that would save about 35 cents per thousand board feet on transportation, using the existing, geared, motive power. The costs of this revision were estimated at \$110,000. This revision could also permit "use of direct connected locomotives, and with this type of motive power an additional saving of about 40 cents per thousand [board feet could be realized] on all the timber available, namely 1,272,000,000 feet, or about \$510,000. At present such motive power should be obtained for about \$60,000."

The R. F. C. analysts took diametric exception to the PLC's desire to continue logging government timber in the Strawberry Unit, reasoning:

The estimated cost of acquiring this Government timber is about \$87,000 or \$2.50 per thousand. We estimate that the net cost of rehabilitation of this branch line and laying steel on graded spurs will be \$37,000, or \$1.05 per thousand. As the applicant has sufficient timber owned in fee, we recommend that the Strawberry timber not be acquired and are allowing only enough funds necessary to salvage the camp, logging equipment and railroad steel from the Strawberry Unit. While this unit has some choice Sugar Pine, fully fifty per cent of the timber that the Government would require to be logged is White Fir and Cedar. These latter specii [sic.] can-

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not be manufactured and sold at a profit.... This naturally will vary with market conditions, but now it would appear that trees under 26 inch stump diameter and the poor quality top logs should be left in the woods. Careful woods management along these lines should improve the sales average from \$2.00 to \$4.00 per thousand and the percentage of logs left is very small.... The small and unmaturing [sic.] timber left unharmed on the ground, lends itself to the reforestation program of the Forest Service. In the final disposition of the cut over lands it will be found that if traded to the Forest Service proper credit will be given for all residual volume of timber, resulting in an actual profit on the small timber that otherwise would be manufactured at a loss [S. A. PLC 6-29-36:1-6].

Apparently in response to this analysis, the PLC applied to the Forest Service on February 3, 1936 to cancel its agreement for the Strawberry Unit. Soon after cancellation of the Timber Sale Agreement, the uncut portion of the Strawberry Unit, located on the north slope of Dodge Ridge, was dedicated to forest research activities under the stewardship of the California Forest and Range Experiment Station. But the Strawberry Unit was still not a dead issue.

Adding to its fiscal and organizational woes, a July 6, 1934 fire destroyed part of the Standard town site.⁹⁶ The fire was started when ashes, thought to be cold, were put in a woodshed of one of the company homes. When all the structural losses were tallied, 23 houses and St. Anthony's Catholic Church were burned to the ground.

Some of the company's wood piles were also destroyed as well as about 100 acres of land near the Mono Highway owned by Earl T. Barron. Fire crews of the Pickering Lumber Company, Tuolumne, Columbia, State, SERA and CCC as well as scores of private citizens battled the blaze. The loss was estimated at \$50,000, and though the buildings owned by the company were insured, the belongings of most families who lived in them were not. Due to the closure of the plant, only 12 of the homes were occupied. This had been the third serious fire at Standard since the mill was constructed in 1912 (UD 7-14-34).

A June 29, 1936 report showed the appraised value of the Standard unit—including timber, timber land and plant, railroad and equipment, logging equipment and mill—as \$6,111,657.29. The appraised value of the Modoc unit was \$1,934,284.32, and the appraisal for the Macdoel unit was \$332,533.84.⁹⁷ Regarding the Standard Unit, the report noted:

Considering the fact that Applicant owns complete facilities for harvesting the timber in this Unit, and that the indicated conversion value before interest, depletion and depreciation is \$8.75 per thousand, the appraisal which is given to the 854,997,000 feet of pine timber (Sugar or Ponderosa) of \$3.36 per thousand (average) is regarded by us as being conservative. It is about 32% less than the Applicant's figure.... The plant facilities consist of the following main items: i) Standard gauge logging railroad (not a common carrier) from the timber to the plant (48 miles) which connects with Sierra Railroad (common carrier) 4.7 miles east of the plant, which latter

⁹⁶ September 26, 1934, the court authorized insurance moneys totaling \$12,347.45, collected from the Standard town site fire of 1934, to be funneled into the company's reorganization sinking fund.

⁹⁷ The nature of the corporate ties between the Long-Bell interests and those of the Pickering's needs further investigation. Filed at the Standard Archive, among papers related to the Pickering reorganization, was the "Annual Report Long-Bell Lumber Corporation and The Long-Bell Lumber Company, Kansas City, Missouri," dated December 31, 1935. This report may simply have been used as a model for aspects of the Pickering reorganization plan, however, the fact that the Pickering's main offices were in the Long Building in Kansas City, that both companies had facilities in Modoc and Siskiyou counties, and that some of Pickering's key players, such as Jesse Andrews, were also key players in the Long-Bell interests suggests stronger ties.

Long-Bell Lumber Company's subsidiaries consisted of the Longview, Portland and Northern Railway Company (100% stock owned by L-BLCo); Long-Bell Petroleum Co., Inc. (L-BLCo had 100% of the stock; business conducted in Texas, Alabama, Arkansas, Louisiana, and Mississippi); Mississippi Eastern Railway Co. (99.47%); Longview Stevedoring Co. (76%); the Longview Co. (Longview Public Service Co. doing business in bus lines, Longview Memorial Park doing cemetery business, and Longview Concrete Pipe Co.); Long-Bell Farm Land Corp. (100% of the stock, doing business in Texas, Alabama, Arkansas, Louisiana and Mississippi); and the Sibley,

road connects with the Southern Pacific and the Santa Fe. The railroad is equipped with sufficient motive power and rolling stock to log the mill. In some years over 80,000,000 feet of logs have been delivered over it [per year]. ii) Log pond (8.75 acres) equipped with log facilities which enable the storage of as high as 14,000,000 feet, so that, if occasion should arise, the saw mill could be operated for about three months after the seasonal termination of the logging activity. iii) Sawmill equipped with two nine-foot band saws having a capacity of 140,000 feet per eight hour day. iv) Planing mill having a capacity to handle the normal cut of the saw mill. v) Box factory machinery which is to be set up in a portion of the cut-up factory; box factory having been destroyed by fire a few years ago. vi) Twenty hollow tile dry kilns (Northwest blowers), having a capacity of about 3,500,000 feet per month. vii) Three large lumber storage sheds, having a combined capacity of about 20,000 feet, and viii) Yard storage sufficient to handle 75 to 80 million feet of lumber, equipped with 315 yard trucks, 4 gas locomotives and 5 stackers [S. A. PLC 1936:1-6, 9].

Itching to reopen the woods and mills, it was estimated that the R. F. C. loan for the Standard Unit would create and maintain employment for 500 men. The R. F. C.'s analysts figured the PLC's "net realization," or profit, would average \$8.75 per thousand board feet for pine, with \$29.00 being the average sale price and \$20.25 being the total cost to produce that product. Apparently 40 million board feet

was considered to be the average annual sales for the PLC's Standard unit during this period. The value of the collateral secured by a first loan was calculated at \$4,981,708 in pine timber at a rate of \$1.48 per thousand board feet; plus \$3,050,000 as the appraised value of the Standard plant; plus \$347,766 as the appraised value of timber land, including the South Grove; plus \$210,250 for assignment of Shaw-Bertram and Associated Box cutting contracts. The total collateral value, thus, added up to \$8,589,724, excluding "Eastern assets," or 378 percent of the proposed loan amount of \$2,270,000 (S. A. PLC 1936:12).

A local newspaper article reported hopefully that the company's operations might restart July 1, 1936. Company officials had been notified by at least May 1936 that the R. F. C. loan had been approved. But finalizing the loan was contingent upon an on-site government investigator, presumably to verify the reality of the company's assets. Through the newspaper, Steinmetz—simplifying the actual situation—reported that the investigator, who was to arrive the first week of May, failed to "put in an appearance." The intimation was that this failure was the cause that jeopardized the July 1 reopening. When funds finally did flow from the R. F. C., the PLC was to immediately pay off its debts and apply the remainder to putting people back to work at the logging camps and facilities at Standard⁹⁸ (UD 5-15-36).

In the spring of 1936 and with a substantial R. F. C. loan seeming imminent, Steinmetz approached the Forest Service about reselling the uncut portion of the old Strawberry Unit—which had just been put under the stewardship of the California Forest and Range Experiment Station. Because it would take the whole work season to rehabilitate the track to PLC timber north of the Middle Fork Stanislaus and only an estimated six weeks to open the rails to the Strawberry Unit, Steinmetz reasoned that it was better to put 500 people back to work as soon as possible upon final approval of the loan. Given that prospect, the

Lake Bisteneau & Southern Railway Co. (29-mile common carrier RR in Louisiana). Lumber manufacturing plants of the Long-Bell Lumber Company were in Longview, Washington, Weed and Dorris, California, Doucette, Texas, DeRidder, Louisiana and Crandall, Mississippi. With their other wood products plants, they had about 4,700 employees.

Long-Bell Lumber Corporation and Long-Bell Lumber Company had the same people, shuffled to different positions, in their boards of directors and officers. For example, directors of the corporation were Jesse Andrews, L.L. Chipmen, R.P. Combs, R.T. Dempsey, A.B. Everett, J.H. Land, S.M. Morris, M.B. Nelson, A.L. Sweet, and J.D. Tennant; directors of the company were Andrews, Combs, Dempsey, Everitt, Land, and Nelson with Tennant as vice president.

June 9, 1934 the Long-Bell Lumber Corporation filed bankruptcy and was working on a Reorganization Plan; its plan was filed March 23, 1935.

⁹⁸ Pursuant to its reorganization plan, the court ordered the PLC to classify its claims, dividing creditors and stockholders into categories according to the nature of their respective interests. December 26, 1936 was fixed as the time by which claims or interests of creditors and stockholders of, and claimants against the company had to be filed with the Clerk of the Court.

"The Pickering Lumber Company has applied for a loan of more than \$3,000,000. If granted, there is a probability that the annual sinking fund contribution to retire such a large sum may necessitate a rate of cutting that will exceed the sustained yield capacity of the area. If such is the case, the sale of the Strawberry timber would be inconsistent with the desire of the Forest Service to inaugurate sustained yield. In effect it would be contributing to a policy of cut out and get out...."

Charles L. Tebbe, Associate Forester for Timber Management, Forest Service, 1936

Forest Service scrambled to accommodate Steinmetz' request. In consulting with E. I. Kotok, Director of the California Forest and Range Experiment Station, Kotok hoped "that resale of any portion of this area can be avoided." But if unavoidable, he wanted assurance that the experimental timber tract would be made available only if the PLC's R. F. C. loan were received early enough in the 1936 season so that logging in the research area was truly "essential to development of the Middle Fork Chance." Kotok insisted on eliminating the west half of Section 26 and the east half of Section 27 of Township 4 North, Range 18 East from harvest, reserving it for research. Friedhoff, the head of the Regional Office's Recreation and Lands group, urged that careful harvest along stream corridors be practiced; he also seconded Kotok's reserve in order to protect the recreational values of adjacent Pinecrest, "which has become the most important recreational center between Huntington Lake and Lake Tahoe."

Removing Kotok's 250.4 acres left 633.6 acres within the proposed sale area, with 197 acres of that supporting unmerchantable stands of timber. Removing another 60.6 acres for riparian protection for game, the total merchantable sale area remaining was 376 acres. The Forest Service calculated PLC's operating costs at \$20.26 and the average selling price at \$24.87, leaving a margin of \$4.61 per thousand board feet. Additional bites were taken out of this margin to reflect other risks such that the stumpage value was calculated at \$2.56 per thousand. Associate

Forester Tebbe's final recommendations foreshadowed future conflicts between the cutting practices envisioned to enable the PLC to retire its R. F. C. loan and the Forest Service's increased momentum behind promoting sustained yield forestry on the lands it administered. Tebbe summarized:

The Pickering Lumber Company has applied for a loan of more than \$3,000,000. If granted, there is a probability that the annual sinking fund contribution to retire such a large sum may necessitate a rate of cutting that will exceed the sustained yield capacity of the area. If such is the case, the sale of the Strawberry timber would be inconsistent with the desire of the Forest Service to inaugurate sustained yield. In effect it would be contributing to a policy of cut out and get out.

If the applicant is willing, and able under the terms of the loan, to liquidate its holdings in such a way as to be conducive to sustained yield, and if the loan money is forthcoming at a date sufficiently early to permit of operation this year, it is recommended that the estimated 10,765 M feet B.M. to be utilized in the western portion of the uncut area be resold at the stumpage rates indicated above [\$3 for ponderosa pine, \$4 for sugar pine, and \$.50 for white fir]. If the money is not made available until later, manufacture cannot be resumed until spring, and at that time the company can get into its own timber in time for almost a full season's run. This would displace the Strawberry timber from its present key position as an 'employment enabling' unit, and the principal argument for cutting it prior to the wishes of the California Forest and Range Experiment Station would be withdrawn⁹⁹ USDA/FS Tebbe 1936).

⁹⁹ The 1926 stumpage rates had been \$5.25 for ponderosa pine, \$6.35 for sugar pine, and \$.50 for white fir.

Kotok was not opposed to harvesting on the experimental forest. His objection was that his researchers had insufficient time to design a harvest plan within this tight time frame; a harvest plan that would increase the reproduction of sugar pine in this high quality, sugar pine and fir -growing site: the silvicultural goal for the area.

"...One of the most disastrous forest fires in Tuolumne County's history was chronicled last Friday when a fire starting about a half mile north of the West Side Lumber Co's lumber yards at Tuolumne about 7 o'clock in the morning swooped down with the heavy wind prevailing at the time and soon engulfed the huge piles of lumber on either side of the highway west of Turnback Creek near the approach to the town. Then sped on in a westerly direction over the hills and through the ravines for a distance of seven miles threatening everything in its path.... It was hard to conceive that over 9,000,000 feet of lumber at the West Side could burn without including the town in its destruction.... Likewise at Standard. While it didn't get to the town proper, it was right at the edge and burned thirty-seven cabins in what was commonly called the Mexican quarters across the railroad."
The Union Democrat, October 1936

Still another setback in the form of fire took a swipe at Pickering's resources. The disastrous fire burned over 10,690 acres from Tuolumne to Peaceful Valley. It burned 9,000,000 board feet of lumber at the West Side Lumber Company's yards at the town of Tuolumne and threatened Standard.¹⁰⁰ "While it didn't get to the town proper, it was right at the edge and burned thirty-seven cabins in what was commonly called the Mexican quarters across the railroad." The fire also ran through both the Ralph and Dargitz apple orchards, burning not only the orchards, but ranch improvements. The Tuolumne County Apple Association's packing house at Ralph Station—still a standing landmark today—was threatened but saved. Amid the damage, the Sierra Railway was shut down for a few days beyond the Barron Ranch when the Draper Bridge was partially destroyed. The Sierra's Black Oak Depot, a flat car, and 1,000 ties were also destroyed, with depression dollar damages aggregating between \$4,000 and \$5,000. West Side's losses were estimated at \$250,000, while those of the PLC totaled \$25,000—including loss of the 37 cabins, log decking apparatus, and the slaughter house (UD 10-23-36).

¹⁰⁰ In 1934, the PLC had sold its West Side Lumber Company in Tuolumne back to its previous owners, and would not formally reacquire it until 1958 (Conners 1990:53-55 & 71-72). The nature of this sale, however, needs further research, since it is clear that the PLC keenly influenced the West Side during most if not all of those intervening years.

APRIL 1, 1937: THE R. F. C. LOAN, WITH LONG STRINGS ATTACHED

"There is to be applied to the retirement of the Notes the sum of \$3.50 for each 1,000 feet of pine timber board measure cut and sold during each fiscal year from timber owned by the Reorganized Company located in the Standard Unit, plus the net proceeds from the sale of property and assets of the Reorganized Company...."

Pickering Lumber Company Plan of Reorganization, 1936

Though preliminary assurances for the R. F. C. loan approval had been given before this date, the Pickering Lumber Company filed its Plan of Reorganization, dated November 1, 1936. By the terms of this plan, the newly reorganized Pickering Lumber Corporation was to execute its first mortgage notes in the sum of \$2,500,000 and secure them by a mortgage on all of the company's fixed assets, including the Texas and Louisiana cut-over lands, all timber sales contracts, all future contracts, and all assets acquired after the date of the mortgage. The first mortgage notes were to bear interest at five percent per annum and were to mature on December 31, 1944. Further,

There is to be applied to the retirement of the Notes the sum of \$3.50 for each 1,000 feet of pine timber board measure cut and sold during each fiscal year from timber owned by the Reorganized Company located in the Standard Unit, plus the net proceeds from the sale of property and assets of the Reorganized Company (other than products sold in the regular course of business,) provided however, that the minimum amount to be retired on or before December 31, 1938, shall be the sum of \$200,000 and the minimum amounts to be retired for each year thereafter shall not be less than

\$300,000 at the end of the years 1939 and 1940, \$350,000 at the end of 1941-1943 and \$650,000 ending 1944. The Reconstruction Finance Corporation shall have authority to waive Sinking Fund requirements, to extend maturities and to make additional advances to be secured by said First Mortgage¹⁰¹ [S. A. PLC 11-1-36].

Judge Reeves declared the PLC Reorganization Plan fair and feasible and set February 19, 1937 for a federal court hearing on confirmation of the plan. "Reviewing the contentions that have kept the Pickering properties idle and in litigation, Judge Reeves said the Pickering corporation originally had the appearance of being one of the soundest of the companies brought into his court for conservation and reorganization.... But in the clash of opinions and inability to conciliate differences, the idle Pickering concern has remained in court some five years." At long last, after protracted legal disputes, the Plan of Reorganization was confirmed by the court, and the R. F. C. board of directors approved the Pickering Lumber Corporation for a loan of \$2,500,000. In connection with this, D. H. Steinmetz, formerly the company's general manager, was approved as president and was set to return to Sonora (KCT 1-13-37; UD 1-22-37, and MB 1-12-37). Pre-dated, the loan was effective as of April 1, 1937, at five percent interest with

¹⁰¹ To get a glimpse into the business connections PLC maintained, its Class 4 creditors included: Baker, Hamilton & Pacific Company on 7th Street in San Francisco for mill supplies amounting to \$1,214.64; California Saw Works on Brannan St. in SF; Rosa Costa of Sonora, an RN, for services rendered as a nurse at Pickering Hospital in Standard; Rowan Hardin of Sonora for legal services; P. G. & E. for electricity at Standard and Tuolumne amounting to \$5,051.04; Southern Pacific Company on Market St. in SF for locomotive repairs; Tuolumne Foundry & Machine Works of Sonora for mill supplies; J.V. Wulff of Sonora for salary and expenses (\$149.91), and Fred Wulff of Columbia for store merchandise (\$5). Additional creditors included the West Side Lumber Company (\$536.23 + \$500 + \$46,271.08); Pickering Lumber Sales Company of Kansas City (\$219,146.41); and the Commerce Trust Co. (Trustee) of Kansas City (\$403,740.50) (S. A. PLC 11-1-36:8-8g).

monthly payments; final payment was due December 31, 1944 (S. A. PLC 9-9-50). Thus, with the belated timing of the loan, motivation for the Strawberry Unit resale vaporized while motivation for immediately moving into the company's own lands north of the Middle Fork Stanislaus was stoked.

As of 1937, the Pickering Lumber Company, in care of Mrs. Zoe C. Pickering, owned 74,310.01141 shares; W. A. Pickering, Trustee for Zoe Louise Pickering owned 160.16003; W. A. Pickering, Trustee for Cynthia Ann Pickering owned 160.16003; W. A. Pickering, Trustee for Russell C. Pickering, owned 160.16003; W. A. Pickering owned 22.10211 shares; T. M. Barham of Kansas City owned 15.40640 shares; and Baker, Botts, Andrews & Wharton, the company's legal council, owned five shares. A long list of people owned one or two shares¹⁰¹ (S. A. PLC 11-1-36:26).

Soon after award of the loan, a quixotic management change occurred that would much later be rolled out before the public's eye with the accusatory tone that sometimes accompanies the righteousness of changed paradigms. The loan had been approved through the R. F. C. under Federal loan administrator, Jesse Jones and his special assistant, Ben Johnson, an expert on lumber appraisal. In 1938, after the loan was consummated and delivered, Johnson, with the permission of Jones, became not only a member of Pickering's board of directors, but was elected president of the company at its annual meeting in April 1938. Moreover, Allard A. Calkins, manager of the R. F. C. in San Francisco at the time the loan was made, was added to the Pickering board of directors in 1938, succeeding E. C. Cronwall of Chicago. It had been Cronwall—a expert who sat on several lumber companies' boards, including that of the Long-Bell Lumber Company—who had

arranged the Standard Lumber Company sale to Pickering. A little later, J. M. Kemper, chairman of the R. F. C. advisory board for Missouri, also joined Pickering's board (UD 4-1-38 and JG 4-1-51). Johnson was to be paid \$18,000 per year and partake in a profit-sharing arrangement. Jesse Jones, as chairman of the R. F. C. executive committee, advised that PLC's board should pay Johnson, on a deferred basis, any compensation additional to the regular salary of \$18,000 and should run it by the R. F. C. executive committee. Payment of the extra compensation on a deferred basis was suggested "[p]articularly in relation to its indebtedness to this Corporation [RFC]." In his letter approving Johnson's move out of the R. F. C. and into the PLC, he remarked that: "Mr. Johnson has been an important member of our executive force since 1932, and we shall miss him. But we must not ask him to make any further sacrifice in his personal earning capacity" (S. A. RFC 3-22-38 and PLC Johnson 4-17-51). Contrary to subsequent accusations of collusion, Johnson contended that he took on a leadership role in the Pickering Lumber Company motivated by the fact that its loan, only a year after its award, was "in trouble." Citing the company's "lack of coordination in management," Johnson believed he had the expertise to bring the company out of its coma and into life as a productive agent of the economy (S. A. PLC Johnson 9-12-50). Unfortunately for the company, the appearance of shady dealings and unethical business practices would haunt some of its future business dealings, despite the fact that the PLC ultimately paid off its R. F. C. loan, with interest and appreciably ahead of schedule. Another staff addition of note occurred in 1937 with Frank Momyer moving to Standard from the Pickering offices in Kansas City, where he had worked since 1924. Momyer would figure prominently in the company's future.

¹⁰² W.A. Pickering's wife was Zoe Cravens Pickering; W.A. and Zoe had three children: Russell Cravens, Zoe Louise, and Cynthia Anne Pickering.

OF TOUGH DECISIONS BY IRON-WILLED, BUSINESS-MINDED INDIVIDUALS WITH SEEMINGLY BOUNDLESS ENERGY...

"...management for the reorganized company has been secured in the person of Mr. D. H. Steinmetz, who for many years successfully operated the Standard, California plant of the Pickering Lumber Company, both before and after its purchase by the Pickering Lumber Company. Mr. Steinmetz is a practical and experienced lumberman, a successful business man, and himself owns a large block of the company's First Mortgage bonds.... It should be the aim of the reorganized company to pay off its loan as rapidly as possible. This is such a fundamental principle of sound corporative policy that it should require no further comment."

The Union Democrat, January 1937

With a substantial wad of cash in its corporate pocket, the Pickering Lumber Corporation called back grading crews to repair the railroad, engine crews to run the work train, and carpentry crews to renew the system's many bridges and trestles. Marshall reported that the 1937 work train included a combination oil and water car, two bunk cars, and a kitchen car where meals were eaten. Because of extensive work needed before the train could move ahead—along the Middle Fork Stanislaus canyon and across the river to the north side—the crew was stalled at Schoettgen while Carl Wedstead, his foreman, Knute Knudson and their carpentry crew put the trestles in shape. Even the barely-used Chinaman Creek Trestle, now almost eight years old, needed attention. Marshall reported having worked 80 days straight, starting in June, including a 20-hour day necessitated by an engine derailment. Unions were not yet a factor on the Pickering operation, and by most reports, after their long hiatus, workers were grateful to be back on the job (Marshall 1991:98-99).

Though he had been urged to stay on, in April 1938, D. H. Steinmetz again announced his retirement from the Pickering Lumber Corporation. He had been convinced to assume the office of president for the PLC's first year

"The untiring efforts of Mr. Steinmetz are what eventually started the saws buzzing again, and his acceptance of the presidency for the first year of the new organization was solely to keep them buzzing."
The Union Democrat, March 1938

under its reorganization, and having gotten the operation jump-started, he was eager to retire. However, with over \$250,000 still invested in the corporation, he vowed to keep tabs on its progress (UD 3-25-38).

By July 1, 1938, over 500 employees were back to work, counting woods workers at Camp Sourgrass, railroad workers, and crews at the Standard sawmill and plant. The company boasted that lumber piles were stacking up and that from 300,000 to 500,000 board feet of logs were coming in daily from the woods, over the rails, now shiny with use. Though the lumber market was still sluggish, Pickering officials bet on the come, seeing a government spending program—or a war—on the horizon. In anticipation, two shifts were run at the PLC sawmill at Standard (UD 7-1-38).

FESTERING LABOR CONFLICT

It was not long, however, before labor issues in the Pickering woods began to boil to the surface, intersecting with the rise of organized labor experienced throughout the nation. The decade of the 1930s witnessed the inadequacy of welfare capitalism, the rise of the Congress of Industrial Organizations (CIO),¹⁰³ and a growing militancy among American rank and file workers. By the end of the decade, 23 percent of non-farm workers were unionized in the U.S.; triple that of the previous decade (Henretta et al. 1987:759).

In the summer of 1938, a grizzly accident resulted in the instant death of a bridge carpenter on the Chinaman Creek Trestle. The carpenter had been working on a platform under the trestle deck, probably replacing stringer bolts, when he apparently stuck his head up between the ties before a back-motion train had completely passed. Although there was no official investigation of the incident, the apparent consensus among other workers was that none of the trainmen were at fault. When the company suspended the two brakemen and the conductor for a week without pay and at least temporarily demoted the fireman to duties at the repair shop, other workers wondered when they might be the next to lose their job or be demoted without cause.

According to Marshall, this spark galvanized the renewed impulse among Sugar Pine trainmen toward unionizing. The Industrial Workers of the World (IWW) had reportedly made earlier attempts to unionize the Pickering woods without success (Marshall 1991:101 and Dambacher and Marshall's interview 1982). There had also been periodic slow-downs such as the 1925 walk-out of woods workers from camps Bumble Bee and Cow Creek. Marshall reported that the walk-out had erupted over the firing of Logging Superintendent Dave Rath, regarding his resistance to incorporating new logging methods. The leading

local newspaper, in an obtuse report of the incident, minimized it. After the lead sentence stating that 250 men had quit their jobs, the article soothed fears by saying that: "Everything is back to normal in the Standard Lumber Company logging camps and operations are in full blast." With few particulars, the article reported that Rath had quit or been fired over the discharge of Woods Foreman Roy Baker. This rather remarkable event was chalked-up to "some friction among the bosses in the woods over the extent of their powers, which they interpreted exceeded that of the company." In another deflative statement, the newspaper reported that both Rath and Baker "expressed the kindest sentiments toward the company" but, with a sidelong intimation of union activity, that "some agency had been at work among the men" since, within a few hours, news traveled of Rath's departure and, with few exceptions, "every lumberjack in the two camps [Bumble Bee and Cow Creek] had quit work." Reportedly, many had quit on impulse as a show of support, but were then slow to board the outbound train, with the sudden prospect of black lists and unemployment being a reality. Rumors of wage cuts, extended hours, and compromises in food also circulated among woods workers and convinced some of them that they should move on to greener pastures... or as phrased by *The Union Democrat*, to seek "the hidden paradise."

To fill their posts, the company immediately hired replacements on Saturday and Sunday, and the new recruits "poured into the hills" such that, by Monday, work crews were full and efficiency was on the rise. The article stated that some of those who had quit applied for reinstatement; the company, it was said, bore "no resentment toward any of its old employees... and [was] glad to know they are privileged to come back when the opportunity presents itself." In regard to this incident, Marshall said there were reports that the workers commandeered an outbound train

¹⁰³ The earliest and most successful labor organization for lumber industry workers had been the Knights of Labor. Eclipsed by the American Federation of Labor, it was itself eclipsed by the Congress of Industrial Organizations. The AF of L, whose heart had been unionism on a trade by trade basis, was ill-suited for diversified industries such as railroad logging. The CIO's bent toward industrial unionism was a better fit. From its organization in 1905 on the socialist vision of creating one massive workers' union precipitating a general strike that would result in workers replacing capitalists as controllers of the means of production, the IWW was the strongest union force in the lumber industry until World War I. There is ample evidence that many workers who joined the Wobblies—as the IWW unionists were called—did so simply for union representation in an otherwise completely vulnerable work environment, not because of allegiance to a broader social cause. It appears that the wind was taken from the IWW's sails when World War I pressures for increased production during a time of labor crisis in the woods resulted in the government's organization of the Loyal Legion of Loggers and Lumbermen—a super-patriotic union of both employees and employers. Further research is needed to discover the degree to which these organizations penetrated the Standard Lumber Company and Pickering's Tuolumne County operations (Cox et al. 1985:173-174, 203).



About 250 loggers walked off the job at camps Cow Creek and Bumble Bee in May 1925 when Logging Superintendent Dave Rath was either fired or quit and William Webber was hired in his place to institute new logging methods. Once faced squarely with the prospect of being unemployed, some of the loggers were reportedly reluctant to board the outbound train. D. H. Steinmetz immediately hired replacement workers, hardly skipping a beat in that season's logging.

Ted Wurm collection

at gun point to transport them out of the woods (Marshall 1991:19 and UD 5-16-25). Hungry Wolf wrote that the strike was over the company's hiring an efficiency expert by the name of Weber, and that workers resented being told how to do their jobs (Hungry Wolf 1978:127). Labor issues were beginning to ripen.

Just a month later, in June 1925, railroad crews for the West Side Lumber Company—just recently taken over by the Pickering Lumber Company—had struck for higher wages. Twenty-four men quit, reportedly wanting a few cents to eight cents an hour more rather than accepting the company's practice of awarding bonuses of from \$10 to \$25 for each month worked at the end of the season. The company did not budge from its stance, reasoning that the bonus arrangement was in the workers' employment contract; moreover Steinmetz insisted that the "same conditions prevail" on the West Side as on the Standard side

"where the men are contented and satisfied." Steinmetz averted a general shutdown that could have affected 800 to 1,000 workers in the woods and at the mill and plant in the town of Tuolumne by immediately recruiting replacements. The railroad was operating the day after the strike. Steinmetz warned that although "the old crews are privileged to go back to work under the old agreement," he would "not discharge a man whom he has hired since the strike." Undoubtedly getting its stories about the PLC through Steinmetz, the newspaper tended to ignore or marginalize employee dissatisfactions and to accent the company's paternal benevolence. Though it involved woods workers instead of railroad crews, there was no cross-reference to the walkout from camps Bumble Bee and Cow Creek just a month earlier on the Standard side (UD 6-13-25).

The Sierra Railway had already unionized and Harry Nichols, an engineer on the Sierra, was the general chairman of the Brotherhood of Railway Trainmen for the Sierra Railway local. Manny Marshall and Russell Davis decided to contact Nichols about unionizing; Nichols contacted Sam Phillips of the Brotherhood of Railway Trainmen, headquartered in Oakland. A July 10, 1938 meeting was held at Tuolumne rather than in Standard so that the Sugar Pine Railway workers would feel less inhibited to attend. Both the workers in engine service and the conductors and brakemen attended; the latter spoken to by a representative for the Brotherhood of Railway Trainmen. The vote resulted in both the engine and train service workers applying for membership in their respective unions. For the enginemen, Marshall was appointed chair, Russell E. Davis Vice Chair, Sam Wynn Secretary, and W. L. Scott Legislative Representative. For the trainmen, F. M. Reitz was elected chair; William Rich and Lloyd Hawke were the local grievance committee representatives. Since Pickering's railroad was no longer a common carrier, negotiations would be conducted through provisions of the National Labor Relations Act, passed barely three years earlier through the efforts of New York Senator, Robert F. Wagner.

After the local organizers met with officials from both unions, a proposal for an agreement covering conditions of employment and wages was drafted and given to General Manager Rassenfoss. After some negotiations and adjustments, the working agreement was signed by the PLC's President, Ben Johnson. It covered seniority, preference of assignments, working conditions and wages, including provision for time-and-one-half for hours in excess of 40 per week (Marshall 1991:101-102). This was a significant change from the 10-hour days, six-day weeks with no overtime. The Sierra Railway having organized earlier and, as a common carrier, could negotiate under the Railroad Labor Act. Perhaps this disparity between railroaders working for the Sierra Railway and those working for Pickering added to the rather belated impetus to organize in the Pickering operation. The PLC had apparently attempted to squelch previous moves toward unionizing by laying-off people who tried to organize. Lumber and sawmill workers organized at about the same time as the engine and trainmen, but it would be even longer before

the company's woodsmen took the plunge. Eventually, the United Transportation Union consolidated the trainmen, locomotive firemen, switchmen, and conductors, though the engineers held out, maintaining their separate union status (Dambacher and Marshalls interview 1982).

Owners in the lumber industry also moved toward collective action, especially in the arenas of securing favorable freight rates for their bulky, relatively inexpensive products, and in collective marketing. In what Cox called a "chronically over built" industry that regularly turned out products in quantities that far outstripped demand, cut-throat competition threatened the security of investments more immediately than dwindling stands of timber or unionism. With the legacy of cheap public land available to the industry through such means as the Timber and Stone Act of 1878,¹⁰⁴ over-investment had long been fostered along with the need to liquidate production during hard times (Cox et al. 1985:174).

Abandoning the notion of logging the Strawberry Unit, Camp Sourgrass was reopened and brought into full swing in September, late in the 1937 logging season. Logging at Sourgrass again utilized both steam donkey and Caterpillar tractor technologies. "Cats," having proven themselves south of the middle fork just prior to the depression, were persistently urged by the Forest Service on its timber sales. Though useless on steep ground, tractors were able to maneuver among residual trees without damaging or destroying them as well as dramatically lessening the soil displacement and attendant erosion problems that plagued steam donkey yarding. Especially with one end of the log suspended, foresters were enthusiastic about the machine's promise for leaving harvested forests in better productive condition. Tractors had been first tested in the Standard Block early in 1927 on the lava formation just beyond Lyons Dam, near Milepost 18.5. They were gasoline-fueled, Holt Caterpillar Model 60s. Their trial runs at the lava cap led to the company welding a piece of boiler plate under the radiators to protect them from damage. Their debut on a government timber sale was a little later in 1927 on the Forest Service's Standard Unit where Pickering operated out of Camp Strawberry 1. One steam donkey set was also used for this operation, but use of cats allowed the company to reduce the number of men needed to yard the logs from stump to landing; one tractor could log as

¹⁰⁴ Historian and novelist Wallace Stegner remarked that the Timber and Stone Act "could hardly have been better devised to help speculators and land-grabbers if it had been written for that specific purpose" (Stegner 1982:222). An applicant could purchase a maximum of 160 acres for a minimum of \$2.50 per acre and was required to swear that the land was not purchased for speculation. The applicant had to further attest that he had not, directly or indirectly, made any agreement or contract by which title of the land would pass to another party (Gates 1968:550-552).

FESTERING LABOR CONFLICT

much as one donkey set (USDA/FS interview Dambacher and Marshalls 1982). By the shut-down in 1930, cat logging of the Dodge Ridge timber sale out of Strawberry 2 moved across the middle fork to join the steam donkey operation at Camp Sourgrass (Marshall 1991:94-95). Now, in addition to "donkey jammers" and "donkey doctors," "cat skimmers," "cat doctors," and "cat hookers" were added to the woods words lexicon (McCulloch 1977:30).

Preparatory to reopening the woods, August 1, 1937 the Pickering Lumber Company and the Sierra Railway Company signed another track use agreement. This one allowed the PLC:

[Article 1] ...to maintain and operate the portion of the Lumber Company's line of logging railroad located upon the right of way of Railroad Company at said Ralph, together with the right to maintain and operate the interchange, storage and other tracks of Lumber Company as the same exist upon the right of way of Railroad Company, as of the date hereof, at Ralph, Standard and Fassler, without in any way limiting any rights Railroad Company has or may have to operate upon said interchange, storage or other tracks providing, however, this does not prevent the parties hereto to include additional trackage facilities in the event such changes may be mutually satisfactory to both parties and the changes agreed to. [Article 2] Railroad Company hereby permits Lumber Company to operate locomotives, trains, cars, pas-

senger motor cars and equipment of Lumber Company as a non-common carrier, for the purposes and subject to the limitations hereinafter set forth, upon and over the line of railroad of Railroad Company between Ralph and Fassler Stations intermediate thereto (which portion of line of railroad is hereinafter referred to as 'joint line'), in common with Railroad Company and such other companies, persons or firms as Railroad company may hereafter admit to the use thereof.

The term 'joint line' as used herein shall include the main track of Railroad Company, such sidings or spur tracks at Fassler and Ralph, and at stations intermediate thereto, as are necessary for use in the meeting or passing of trains, the tracks of Railroad Company at Ralph, Standard and Fassler necessary for switching use in the operations of Lumber Company, but shall not include any industrial tracks used by Railroad Company to serve industries other than Lumber Company.

Translated, this agreement now put the Pickering Lumber Corporation in control of train movements on the Sierra Railway's right-of-way at Ralph, Standard and Fassler stations and removed the PLC from being subject to operating as a common carrier on the joint trackage between Ralph and Fassler. The mileage from Ralph to Standard was 4.72 and from Standard to Fassler 0.77 (S. A. SPR wy 8-1-37).

OF MARKET REALITY-DEFYING BOOSTERISM AND OF TRUCKS IN THE PICKERING WOODS...

"Trucks came into use this week in the Pickering Lumber Corporation woods for the first time. The trucks will be used to carry logs from the scene of cutting to the railroad at the Chinaman Creek spur where they will be transferred to flat cars and taken to the Standard City plant...."

The Union Democrat, July 1938

Beginning with the 1937 season, Pickering described its cutting methods north and west of the Middle Fork Stanislaus as "generally follow[ing] a selective cutting program," and thereby leaving appreciable timber of commercial value on its cutover lands (USDA/FS PLC Johnson to Hall 1-8-45). During the 1938 season, trucks were used in Pickering's woods for the first time. A local newspaper announced that "[t]he trucks will be used to carry logs from the scene of cutting to the railroad at the Chinaman Creek spur where they will be transferred to flat cars and taken to the Standard City plant." The cost of building a rail line to the Chinaman Creek area timber stands had been deemed prohibitive, and trucks operated by contractors were the company's solution. It was estimated that about 100,000 board feet of logs would be trucked daily to the rails, and when in full-swing, this number would swell to about 350,000 board feet brought daily to the mill at Standard. One-hundred thirty Pickering workers were at Camp Sourgrass in addition to the 40 workers at the contractor's truck camp at Chinaman Creek (UD 7-15-38). The pace of logging prompted the PLC to add another night shift at Standard. Announced in terms of additional pay rather than additional hours at the job, the news article reported that 50 men will have "an extra day's work during the

week," translating to... "added payroll for the 550 men now working at the plant." Formerly run six days and five night shifts a week, the added shift boosted it to six and six. Working two shifts each 24-hour period, plant crews were cutting 300,000 board feet per day and had already cut about 15 million board feet for the season in-progress. Lumber was stacking-up at Standard, but Rassenfoss merely said it demonstrated that the PLC was "looking forward optimistically toward an improvement in both demand and prices." One of the orders being feverishly filled was for P. G. & E.'s massive water tunnel project on the Stanislaus River, replacing the Sierra and San Francisco Power Company's flume to the forebay above Camp 9. The Pacific Gas & Electric Company had ordered 500,000 board feet of lumber for the project, most of it being delivered by truck instead of over Standard's rails. A *Union Democrat* reporter stated that a log was processed every 2.25 minutes and that its lumber was piled within six minutes at Standard. Having a long woods haul and using its new methods, the PLC managed to cut about 45,000,000 board feet in the 1938 season. Apparently referring to its truck-to-mainline operation at Camp Sourgrass, company officials predicted that logging would occur out of that locale for four years, hauling about 9,000 board feet of logs per truck, about the same as a carload of logs (UD 8-12-38 and 1-5-40).

OF RELUCTANT AND UNRELENTING CHANGE...

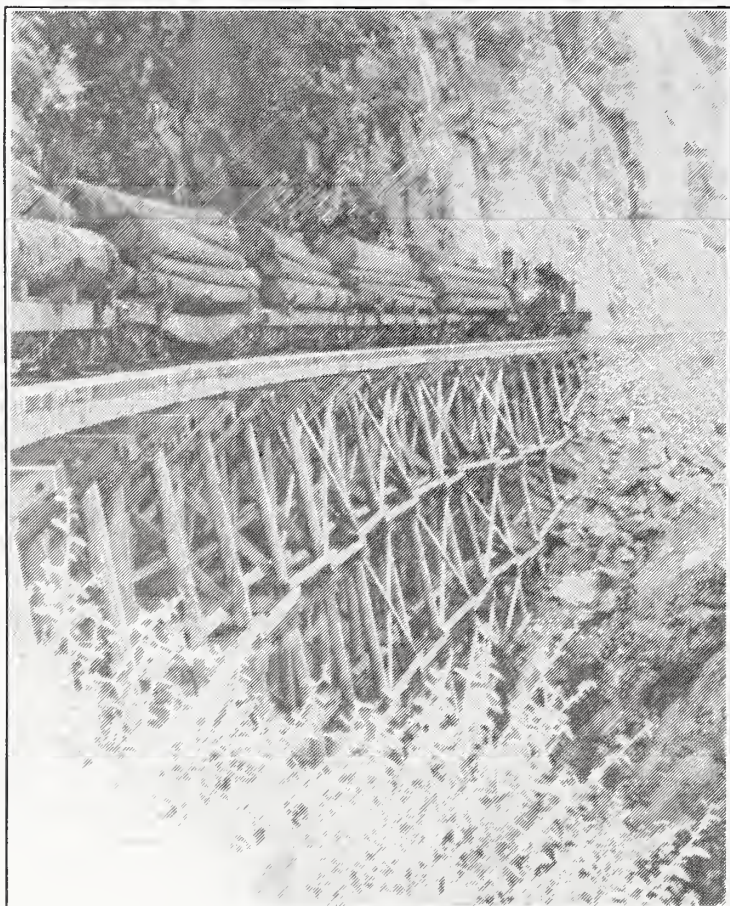
When they made their runs after nightfall—coming down the steep, downhill grade from Soap Creek into Beardsley—from across the canyon, the train looked like a string of fire.

Garnet Dambacher, Manny Marshall, and Tom Marshall interview, 1989

“Old rails,” as former engineers and trainmen call themselves, have described what it was like to railroad on the Pickering’s system. Marshall explained that when using two engines, railroaders preferred to split the train, putting one of the engines in the middle. This kept the two, heavy engines from being on the rather scary trestles at the same time and allowed either engine to pick up the slack when the other spun its wheels. If the power was only in the front and the curve was severe enough, cars popped off the rails as the pull of the engine tried to straighten out the loop; this was called tight lining.

The run from Soap Creek to Beardsley was mostly downhill and required heavy breaking over long stretches.

Manny and his brother, Tom Marshall, recalled that the brake shoes and drums were all metal; that they sparked and shrieked down the mountains. Garnet Dambacher and Manny Marshall related that when train crews made runs after nightfall, from across the canyon, sparks from the brakes made the train look like a string of fire. Because of the resulting fire danger, the long, nearly four percent Soap Creek to Beardsley grade had a speeder following the train to check for spot fires. Under steam-power, up to 25 cars could be handled coming down this grade; later, diesels could bring down 40 at a time. In the uphill pull from Beardsley to Schoettgen Pass, the engine could pull only half the number of cars the same engine brought down to



Shay Number 3 inches a full load of logs from Tunnel Creek Camp to Schoettgen Pass. Dolly Mills, Winnie Coughlin collection



Speeder Number 10, a converted roadster, is parked at the rock through-cut near Lyons Dam. Jack Rassenfoss, Vice President and General Manager of the Pickering Lumber Company is on the left. Manuel J. Marshall collection

Beardsley. Though there was a small turntable for speeders, there were no train turntables or wyes in the woods, so the engines faced the same way going in and coming back. Heislars usually backed up the hill as the engines were pulling to the maximum uphill, and the crew wanted the heat of the boiler in back of them as they got a little breeze from the 10 to 12 mile per hour speed. Shays were run so that most of the time, the engine had its gears facing the slope instead of the mountain. Manny Marshall preferred Heislars to the rod engine (Number 14) or the Shays. In Heislars, the gears were under the center of the boiler; on Shays, gears were all on the right, which tended to pull them off-line since the power was off-center. Also, Shay gears had the disadvantage of being exposed to rocks and dirt (interview Dambacher and Marshalls 1989). Leonard Ruoff recalled that engineers with seniority were allowed to choose their favorite engine. The steam whistle mounted on each locomotive was tuned to the individual engineer's satisfaction; when an engineer rose in the ranks, he was allowed to change to an engine more to his liking, and his whistle was remounted on his new engine. In this way, everyone in the woods knew who was coming along the tracks by the pitch of the steam whistle. Engines 8, 11, and 33 were the larger ones and were generally used to

pull logs out of Beardsley Canyon. One locomotive could safely handle about 11 loaded cars; any more than 11 required a double-header (pers. com. Ruoff 8-22-95).

Manny Marshall reported that:

...each Sugar Pine log train consisted of 25, 40-foot flat cars loaded with 10,000 board feet each of green logs. At Ralph was a train register as well as two telephones, one each for Sierra & Sugar Pine crews, to report in and to receive written train orders from Dispatcher Jesse J. Fowler... the telephone shack is still standing at Ralph.

For a time, Manny was engineer on the round trip Standard to Bumble Bee run that departed Standard at 6 a.m.. With a train of empty flats, he picked-up the supply car off the house track at Standard and got his running orders to Ralph. The run from Standard to Ralph was about five miles, and the engine had to be run quite hard to make the upgrade trip in the specified 25 minutes. He noted that before the heavy, 90-pound rail was laid, the log trains sometimes derailed on the reverse curve near Hanging

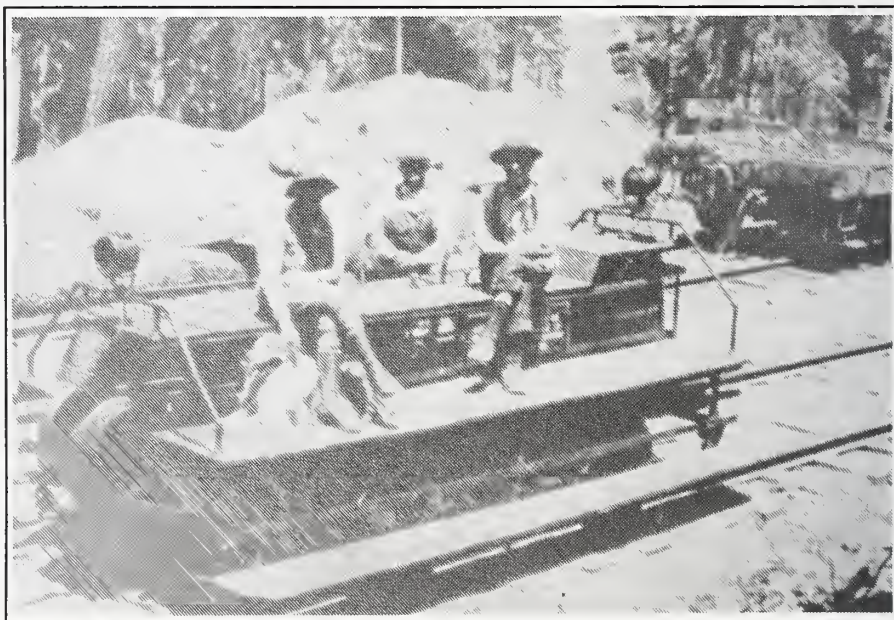
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To prevent accidents on the railroad, track motor cars were treated like trains: they had a distinct number, received train orders and had to report their arrivals and departures through the dispatcher.

D. H. Steinmetz collection; Tuolumne County Museum

This odd-ball motor car was numbered 15. It is pictured on the track at Camp Strawberry 2. Camp Boss George Minnick is on the right and the speeder operator is Frank Bolter, center.
Bill Minnick collection



...In the transaction we are acquiring some five miles of the South Fork of the Stanislaus River which is an area of high recreation potentiality. In fact, it is our firm belief that had the company realized the recreational possibilities in this area, they would not have considered disposing of this property for anything like \$2.00 per acre.

John L. Gray, Forest Service, 1939

Rock. He also recalled that on the trip to the woods, the trains took on large cans of milk for the camps at the Barron flag stop (Railroad Roundup 2-84).¹⁰⁵

PLC's minutes for April 9, 1938 show Lester Hall, Histed, James Madison Kemper, Johnson and Calkins as directors with Ben Johnson, President; Histed, Chairman; J. C. Rassenfoss, Vice President and General Manager; Barham, Secretary; W. R. McKee, Treasurer; and H. J. Ebert, Secretary.¹⁰⁶ Focusing its logging on its north side lands, PLC began a post-depression pattern of seeking favorable situations to exchange cutover land to the Forest Service for virgin forest stumpage. Apparently to raise cash for operations and to pay off its loan, the Pickering Lumber Corporation looked for opportunities to sell off chunks of its cutover holdings; primarily those lands south of the Middle Fork Stanislaus. Eager to acquire private in-holdings of good forest land, the Forest Service was an active partner in finding suitable exchange parcels, often trading stumpage rights on land under its administration for cutover land. One such exchange was a deal initiated in the early 1930s and finally consummated in 1939—an exchange illustrating that, although the PLC did not officially reacquire the West Side Division until the latter 1950s, it keenly figured in the West Side's operations by the time this exchange culminated. PLC's initial offering was for 16,634.83 acres, much of it along the South Fork Stanislaus in the vicinity of the Strawberry Branch. After examining the parcels in the field and at the courthouse, the Forest Service and the company whittled-down the of-

fered tract to 2,923.4 acres, primarily in Townships 3 North, Ranges 16 and 17 East, and Township 4 North, Range 17 East. In return for this land—described by the Forest Service as “well-stocked with reproduction—the PLC was to receive selected stumpage from the proposed West Side timber sale of 11,369,000 board feet and additional stumpage expected to be sold to the West Side Lumber Company in the two or three years following. Ultimately, the stumpage parcels comprised a swath, from east to west, from Reynolds Meadow area to the Basin, between Wrights Creek to the north and Duckwall Mountain to the south. In addition, and for “security purposes,” timber “tributary to the Hess Mill on the Stanislaus National Forest and timber tributary to the Edgerton Brothers Lumber Company mill under contract dated June 3, 1938 are being described.” The 1939 Land Exchange Report by Junior Forester John L. Gray provides an insight into the Forest Service's view of the prospective exchange:

...The Company is retaining fee title to all forties crossed by their mainline railroad from Standard to their operation on the north side of the Stanislaus River.... If this land is ever abandoned the lands withheld at this time will without doubt be available for acquisition. Negotiations for the exchange have been going on for a period of at least 10 years and have only been brought to a close now because of the financial distress of the Company and the continual pressure from the Reconstruction Finance Corporation for every dollar that can possibly be realized to satisfy its loan.

...In the transaction we are acquiring some five miles of the South Fork of the Stanislaus River which is an area of high recreation potentiality. In fact, it is our firm belief that had the company realized the recreational possibilities in this

¹⁰⁵ Fresh milk must have been something of a luxury in camp. Because camp sanitation was of concern to lumber companies, and milk could be a source of disease, most milk in camp was canned, condensed milk. In an article on camp sanitation, one doctor cautioned about flies: “If you do not drink the germs of typhoid, you may eat them—flies carrying them from unmentionable places on their feet, to your bread and butter or other foods. So, screen your food—and while you are about it, screen your dining rooms.... The milk supply may be a source of typhoid fever, but as the majority of camps use condensed milk, I think there is little danger from this source” (PCW 8-1-09:23).

¹⁰⁶ Kemper had been chairman of the R. F. C. advisory committee of Missouri before joining the PLC board. His father, the late William T. Kemper, had been Democratic National Committeeman of Missouri for many years. The family's holdings included banks, trust companies, life insurance firms, real estate, and a general mortgage business (BDG 7-31-50).

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area, they would not have considered disposing of this property for anything like \$2.00 per acre.

Gray further noted that the appraisal was conservative since the field work on which it was based was completed in 1935 (USDA/FS 2-26-40). This episode indicates that the Standard side of its operation was beginning to follow the pattern already visible on the West Side, of self-consciously divesting itself of cutover land in favor of the quick return gained from buying stumpage. However, this is the only "government stumpage for land" exchange of consequence within the Pickering's Standard Block during the period between the depression and final payment of the company's R. F. C. loan.¹⁰⁷

Insight into the Forest Service's estimation of Pickering's post depression operations can also be seen through the notes regarding one of its inspection trips. In 1937, the Pickering Lumber Corporation was working out of its Dry Meadows logging camp. The logging superintendent was Harold Cozort and the Forest Service inspection team involved T. D. Woodbury, Assistant Regional Forester, Division of Timber Management. Rassenfoss, the company's vice president and general manager, was also there. Woodbury commented that "the company officials have a receptive attitude toward better woods practices but at the present time their operations are showing a loss and they are disinclined to take any steps which will increase their costs." Offering a cooperative study, Pickering's officials said the company could not afford a study on ways to increase their profit margin. Woodruff reported that: "The company has a large obligation to the Reconstruction Finance Corporation and until they are in the way of discharging this obligation, it seems to be doubtful if they will make any progressive moves toward better forestry practices." The company's annual cut was between 50- and 70,000,000 with no fir being harvested and only a small amount of cedar. No pine under 24 inches dbh was harvested. This left residual stands with 100 percent of the fir, 90 percent of the cedar, and eight to 10 percent of the pine. By this time, most logging was being done with

"...company officials have a receptive attitude toward better woods practices but at the present time their operations are showing a loss and they are disinclined to take any steps which will increase their costs."

T. D. Woodbury, 1937

large cats and arches, yarding directly to landings on the railroad track. Woodbury further observed that:

...A gypso logging tractor is logging one side north of camp with cats and trucks, hauling a mile and a half or so to the railroad.... They do not feel that they can afford to handle the brush so they intend to leave it alone and give the area intensive fire protection.... The prospects for improvement are not bright until the company gets into better financial shape. The company is now engaged in extending its railroad to Grohls, and will progress gradually in a westerly direction. The timber ahead of them is of better quality than that which they have been logging in recent years [USDA/FS Woodbury 8-17-39].

Later in that year, Assistant Forester, John L. Gray completed his "Report on Silvicultural Practices on Private Land of the Pickering Lumber Corporation." He noted that logging had begun in April and continued to November 17, 1939. Over 2,542 acres had been logged in Township 4 North, Ranges 16 and 17 East, and Township 5 North, Range 16 East; 215 acres on McArthur and Ducey land had also been harvested by the PLC. The total for the season was 51,500,000 board feet, with an average daily cut of 325,000 board feet. Four diesel tractors equipped with

¹⁰⁷ The grant deed to the U. S. from the PLC is recorded in Tuolumne County Deed Book, Volume 15, pages 185-192. The PLC retained a 50-year mineral reservation on the exchange parcels within the Calaveras geological formation.

In addition to the portability of logging camps, another contributor to the relative paucity of structural and archaeological remains is found in the grant deed stipulations: "All buildings, camps, equipment, and other structures shall be removed from the land within one year from the date of completion or abandonment of the operation. Otherwise such buildings, camps, equipment and other structures shall become property of the US." Such structures, prior to implementation of the National Historic Preservation Act, were viewed by the Forest Service as attractants of fire, trespass, and litter.

*Pickering's Camp Grohl.
Dolly Mills, Winnie
Coughlin collection*



Carco arches were used through September with a fifth added in October. Pickering's contract loggers used a D-6 cat and arch and three auto car trucks. Camp Sourgrass was used as the main logging camp and a small camp on Chinaman Creek was maintained by the contract logger for his crew (USDA/FS Gray 11-29-39). Ultimately, the Pickering Lumber Corporation chalked-up a harvest of 55,000,000 board feet for the 1939 season. Despite high inventories and a slack lumber market, Rassenfoss complained that this total could have been substantially higher, but for the late spring start and the hamstringing provisions of the wage and hour law that limited working hours. Rassenfoss also reported that, during the full operating season, the PLC employed about 750 workers (UD 2-10-39 and 1-5-40).

Amidst this backdrop, a 20-day strike ensued at the Standard Mill in early April 1939. The Local Union Number 2652 of the Lumber and Sawmill Workers, affiliated with the American Federation of Labor, claimed 99 percent union organization at the Standard plant. With the exception of confidential office employees and those in executive positions, the union demanded that the PLC be a closed shop—that although the company could hire anyone it pleased, within seven days, employees at the plant would be compelled to join the union. Picketing the plant for nearly three weeks, the strike came to an abrupt halt with the terms of the agreement not revealed to the public.

Ending the strike assured that about 400 workers would be sent to the woods as soon as the logging season opened (UD 4-7-39; 4-14-39 and 4-28-39). The year 1939 also marked the untimely death of David H. Steinmetz Jr. when the airplane he was piloting crashed into a mountainside near San Bernardino, California. Steinmetz was 43 years old and had worked in Pickering's sales department in Sonora before becoming the resident manager of the company's operation in Los Angeles. Steinmetz Jr.'s son, D. H. Steinmetz III, was appointed vice president of the firm and was to assume his new duties upon completion of his studies at the California Institute of Technology (UD 5-19-39 and 6-2-39).

Assistant Forester John L. Gray completed another "Report on Silvicultural Practices on Private Land of the Pickering Lumber Corporation" on November 27, 1940. He noted that logging had begun May 17 and was to continue until December 1, 1940. To date, 47,000,000 board feet had been cut, with a projected 50,000,000 board feet for the season. About 1,761 acres had been harvested in Townships 4 and 5 North, Range 16 East. The daily cut had averaged 350,000 board feet. Six diesel tractors equipped with arches were used, skidding directly to railroad spurs until September when three contract trucks were used for hauling. Contract loggers harvested one side of the operation using two cats, one arch, and five trucks. The camp at Lower Grohl Meadow was used as the main

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logging camp, having been moved there after the 1939 season. The Pickering Lumber Company estimated the cut was 68 percent ponderosa pine, 27 percent sugar pine, and five percent fir and incense cedar. Gray also reported that a fire near Schoettgen Pass had burned 64 acres and another at Soap Creek Pass burned 216 acres. Silviculturally, only a few trees under 22 inches dbh were cut, and Gray remarked that:

Utilization was more complete this season than in the 1939 season. Few large tops were left on the ground.... The company officials feel that they cannot consider a sustained yield until all outstanding debts are paid.

The trip to the woods from Grohl was 59 miles by rail and woods truck hauls averaged two and one-half miles (USDA/FS Gray 11-27-40).

Gray's remark regarding the company's resistance to sustained yield forestry is also reflected in a letter from J. C. Rassenfoss to the Forest Service's T. D. Woodbury. Referencing Woodbury's June 13 letter wherein he proposed cooperative studies to improve economic cutting and forestry practices, Rassenfoss reported that he had brought Woodbury's proposal to PLC's board of directors. As a consequence, Rassenfoss lamented that:

It seems that practically every matter that we had up for consideration entailed an outlay. And since, as you know, the lumber market, at least for our products, is not as active as it might be, and because prices have been slipping, and also because of the general business unsettlement due to national and world wide unrest, we find it necessary to limit our expenditures for the present to absolute necessities.

Rassenfoss looked forward to better conditions in the future when the Forest Service propositions could be more favorably reconsidered (PLC Rassenfoss 7-18-40).

Shortly after Gray's report and reflecting an apparent deep-seated concern over the PLC's logging practices, Associate Forester Roy Wagner reported on the company's operation. He noted that the sawmill at Standard was a two-band with a capacity of 18,000 feet per hour. Regarding the company's woods practices, Wagner remarked that:

A rather rough type of economic selective cutting is being practiced, due largely to excessively high operating costs and a large obligation to the RFC. Few pine under 22 inches dbh are taken and many of low quality up to 34 inches in diameter are left. As a result, nearly 10 percent of the pine stand is left.... The cut of other species is negligible.... All logging is done with tractors and arches.... Early this season, a conference was held with the Company officials to discuss the economic study which we have proposed to the Company a number of times. As a result of this meeting, it appeared that the study might materialize this season, but at a later Director's meeting it was decided that it would be deferred for the present. Company officials have a receptive attitude toward better woods practices, but do not feel that they can afford to risk the possibility of extra costs due to their large loan obligations and operating losses. The Company owns a large volume of stumpage and with some reduction in cut might operate on a sustained yield basis. However, this is improbable until they are in better financial shape [USDA/FS Wagner 12-4-40].

"... the April 24, 1940, contract (amended February 5, 1941, as to wages) is now in full force and effect and you and we are bound by its terms until its termination date, January 31, 1942. That the Union Shop was fully discussed and disposed of when the contract between you and ourselves was made in 1939, and again when the April 24, 1940, contract was made, and again when the wage scale amendment of February 5, 1941, was made and that upon each of those three occasions your officers and negotiating committee were duly authorized to enter into and sign said agreements.... [A]ll our relations with you beginning in 1939 to date have been conducted by you and by us in full recognition of the effectiveness of these agreements.

...We have given further study to your demands of May 17th and have concluded that we will not consent to a modification of the existing contract to provide for any change in Union membership requirements. We insist that you abide by the existing contract...."
Pickering Lumber Corporation letter to A. F. of L. Local 2652, May 1941

Employee dissatisfaction again flared in spring of 1941 when the A. F. of L. Lumber and Sawmill Workers, Local 2652 urged the company to make the Standard plant and mill a union shop and to increase wages. Union officials claimed that the existing contract, signed April 24, 1940 and to be in-force through January 31, 1942, was not binding since the agreement had not been signed by higher officials at the Bay District Union Council. Reaching an impasse on both issues, workers voted to strike at Standard; the shut-down there caused operations on the logging railroad and in the woods to grind to a halt, precipitating the lay-off of 600 workers. Rassenfoss distributed an open letter to the local, drawing the battle lines while offering a sliver of common ground for negotiation. The letter affirmed the precedence of the April 24 contract and also opened the door a crack by saying that if the union withdrew its demands to repudiate the existing contract, the company was "agreeable to entering into negotiations with you now for some upward revision of the present wage scale." But Rassenfoss' entreaty was unacceptable, and the union voted to "stand pat" on its demands (UD 5-23-41 and 5-30-41). However, as had happened on the eve of America's entry into World War I, it appears that war mobilization was again a key factor in deflating labor disputes.

THE 1940s: THE R.F.C. PAYOFF, WORLD WAR, AND POSTPONING SUSTAINED YIELD FORESTRY

Despite, or perhaps because of the looming war clouds, the Forest Service maintained a close eye on the Pickering operations; John Gray filed another "Forest Practice Report" on November 27, 1941. In it he noted that logging had gotten started on April 15 and was to continue as long as weather permitted. Up to November 21 of the season, 55,000,000 board feet were harvested on 2,110 acres in Township 4 North, Ranges 16 and 17 East, and in Township 5 North, Range 16 East. The daily cut had averaged 340,000 board feet. Six cats equipped with arches were used along with seven diesel autocar trucks; the average truck haul was two miles. In addition, there were two donkey settings until September when three contracted trucks were used for hauling. Contractors logged one side of the operation using a single cat and arch and six trucks, with

an average three and one-half-mile haul to the rail. Gray further reported that "early in 1941 the company purchased the McArthur-Ducey holdings, so all stumpage cut is classed as company owned." The company's main logging camp was at Camp Grohl; the contract loggers maintained another small camp.

The notion of a precutting exchange agreement was put on the negotiating table between the company and the Forest Service. Gray's discussions with Pickering officials indicated that "satisfactory cutting practices" could be secured by implementing such an agreement. This arrangement would give credit to the company for merchantable timber left on its land in exchange transactions; a credit in the form of selected stumpage from adjacent Forest Service-administered land. The company's timber would be

With World War II raging in Europe, from 1937 and continuing through America's entry into the conflict, lumber surpluses that had plagued the industry disappeared. "By 1940 the industry had emerged from depression and was straining to fill orders.... For the first time, national forests [would provide] a significant part of the nation's current lumber supply.... Everything about the war and mobilization was unprecedented, not least the scale of demands for forest products" (Clary 1989:110-111).

selectively marked by Forest Service people working in conjunction with company employees to achieve harvest and slash disposal results similar to those pursued on public land. In return, the company would be allowed credits for incurring the additional costs. Gray estimated that, given present cutting practices, the company had only another 25 years of life, and he judged that "the attitude of company officials toward sustained yield is indifferent." Further talks with PLC officials to promote sustained yield and explore precutting exchange agreements were scheduled for the winter (USDA/FS Gray 11-27-41).

In October, 1941, the Pickering Lumber Corporation had paid off its R. F. C. loan by re-funding its loan through correspondent banks at a lower rate than the R. F. C. charged; the refinanced loan was paid in December 1942. Paid ahead of the deadline, the original R. F. C. loan due date was December 31, 1944 (S. A. PLC 9-9-50).

The United States' entry into World War II wrought further changes to the PLC. The process the company had embarked upon, of utilizing woods trucks to haul from intermediate landings to the rails and of accomplishing part of the logging through hiring contractors, was stunted. Labor, steel, machinery, rubber, and fuel were scarce as were comestibles to supply logging camp cook houses. President Franklin D. Roosevelt had organized the Timber Production War Project to allocate priorities for war needs even though lumber production was not a direct defense industry. However, as during World War I, wood was a critical war materiel used for barracks, cantonments, boxes, crates, wartime housing, airplanes, ships, docks, and a full array of other uses. By the end of the war, the Forest Service boasted that the armed forces had used more tons of

wood than steel during the conflict; as early as 1941, total lumber production in the U.S. boomed to pre-depression levels, reaching 36 billion board feet for the first time in over a decade (Cox et al. 1985:235 and Clary 1986:69).

But while the war was being waged, with no end in sight, the PLC prospered as it had not done for well over a decade. To meet insatiable wartime demands for lumber and wood products, as well as to minimize short-term costs to pay off its R. F. C. loan and restore investor confidence, silvicultural and logging practices continued to be structured without much conscious attention to future harvests.¹⁰⁸ For years, the Forest Service's timber management paradigm had been shaped by the concept of deforestation and resultant "timber famine." The paradigm was nurtured by an ingrained conviction, dating to the agency's birth, that the harsh "cut out and get out" logging practices typical of the latter half of the nineteenth century and carried into the present would, sure as a sunrise, cause a severity of timber depletion that not only would have significant dire consequences for every American and the economy as a whole, but would also undermine America's preeminence in the world and cause the collapse of forest-based hydrologic systems.

For much of its history, industry leaders and boosters in timber-dependent communities ignored or largely scoffed the Forest Service and those who preached its dismal view of the consequences of unmanaged or minimally-managed forests. However, by the late 1930s and early 1940s, it appears that the timber industry in general, and the Pickering Lumber Corporation in particular, began to accept the basic outlines of the timber famine paradigm. There is little evidence of the concept being questioned, even though some of New England's forests, left for dead from intensive nineteenth century logging, had revived—albeit differently composed and not without persistent ill-effects. Although the PLC's Standard Division, as late as 1943, apparently had only a single forester in its ranks, the company gradually accepted the gloomy portent of its own demise at its own hand (USDA/FS 1943). As early as 1937, Stanislaus National Forest officials had predicted the end of logs for the Standard Sawmill, and by 1943, the point on those generalities had been sharpened to a firm expectation that the mill would be out of business within two decades, or at the most, 25 years. Even with repayment of its R. F. C. loan clearly in its cross-hairs by the early 1940s, PLC officials consistently cited settlement of its R. F. C.

¹⁰⁸ The PLC did not self-consciously pursue forestry practices with the goal of sustained yield. But by leaving smaller trees, converting from steam donkey to primarily tractor logging systems, and concentrating on harvesting pines, the company left its north side lands in a relatively well-stocked condition during this phase—albeit skewed toward increased numbers of fir and cedar.

HEADQUARTERS WESTERN DEFENSE COMMAND
PRESIDIO OF SAN FRANCISCO, CALIFORNIA

JAPANESE BALLOON INFORMATION BULLETIN NO. 1

THE INFORMATION CONTAINED IN THIS BULLETIN IS TO BE
CONVEYED TO THE GENERAL PUBLIC BY WORD-OF-MOUTH AND
UNDER NO CIRCUMSTANCES IS TO BE GIVEN PUBLICITY IN
THE PRESS OR ON THE RADIO

INSTRUCTIONS FOR USE OF THIS BULLETIN

The information which appears in the numbered paragraphs below is to be read to assembled groups such as school children assembled in groups, preferably not more than 50 in a group and Boy Scout troops. The Bulletin should be read through twice. After the Bulletin has been read the second time, the person in charge should read Paragraphs 6, 7, and 8 a third time. After the Bulletin has been read, care should be taken that it be returned to the distributing agency from which it was received. The Bulletin will not be posted on any bulletin boards or transmitted to individuals other than those authorized to receive it from the agency concerned.

1. Army and Navy authorities wish to inform the public that during the past six months a considerable number of Japanese balloons have arrived over the Western part of the United States and Canada. These balloons are white in color, about thirty-three feet in diameter and carry suspended below them a device which permits them to maintain height and to carry a limited load of bombs. The balloons are launched in Japan and are blown toward the United States by the prevailing winds. The winds, at the high altitudes at which these balloons travel, bring the balloons to the United States in about four days.

2. The bombs are of two types. One is filled with explosives of a type which will start fires, the other is designed to explode and kill any persons in the danger area. The balloons are also equipped with an explosive device which is intended to destroy the mechanism and another explosive which is intended to destroy the balloon in the air after it has dropped its bombs. The balloons are inflated with hydrogen which is an explosive gas.

3. It appears that the primary purpose of the bombs is to start fires in the forests and in populated areas. Secondary purposes include killing or maiming people, some possible effect as a means of destroying airplanes in case an airplane should run into one of the balloons and an effort to spread fear among our people.

4. Although many hundreds of these balloons have already reached the Continent of North America, those which have arrived may well have been sent over for test purposes. Without question, the Japanese are most anxious to obtain information as to the numbers that are successful in reaching our coast and the areas which they reach. For that reason, the press and radio have cooperated loyally and have made no mention whatsoever of these balloons. They have thus contributed greatly to the confusion of the Japanese. It is of great importance that we continue to keep from the Japanese any information which will permit them to base future operations on a knowledge of the results of their campaign.

5. When the robot bombs started falling on England, they found it possible to spread information by word of mouth to their people. This was done so successfully that no word reached the Germans as to the specific area in which the bombs landed or of the damage inflicted.

6. You are being informed about these balloons because they are dangerous. Six persons have been killed. While no other injuries have been inflicted and no other damage has been caused and it is certain that many hundreds of balloons have reached our coasts, it is most important that all of our people shall know of the danger and shall realize that they must not tamper with balloons or strange objects which they find on the ground.

7. Up to the present time the campaign has been minor in nature. In order that its damaging effects may be reduced as much as possible, the following should be done in case a balloon or a bomb is found:

- a. Do not touch it.
- b. Stay at least a hundred yards away and keep others that distance away.
- c. Leave a guard to keep people away from the balloon or bomb.
- d. Report the location of the balloon or bomb to the nearest sheriff or police officer.

8. You are now in the secret. Do not write about it in any letters and do not be unduly alarmed. Let us all shoulder this very minor war load in a way such that our fighting soldiers at the front will be proud of us.

During World War II, Forest Service officials were charged with orally passing this information along to Pickering Lumber Corporation employees as well as to other forest user groups. No incendiary or explosive bombs were known to have floated onto the Stanislaus National Forest.

USDA, Forest Service, Stanislaus National Forest

THE 1940s: THE R.F.C. PAYOFF, WORLD WAR, AND POSTPONING SUSTAINED YIELD FORESTRY

account as its immediate, prime, drive; not preservation of its forested land base. The company accepted the Forest Service's grim predictions for its future, and although its officials expressed an intellectual interest in sustained yield forestry practices, they also groused about more costly forestry practice requirements forced upon them when purchasing government timber sales.

The convergence of paradigms between the Pickering Lumber Corporation and the Forest Service is reflected in documents from this era. Perhaps Stanislaus officials were emboldened by a sense that the company recognized a new mutuality and interdependence for survival; forays of local Forest Service officials with the company into such concepts as sustained yield forestry seem proportional to the dwindling acreage of the company's timber reserves.

Through the war years, the Forest Service monitored the logging and silvicultural practices on private timber lands within the individual national forests' spheres of influence. The Annual Private Forest Practice Reports for the calendar year 1943 included a form for the PLC. It was reported that the Standard Sawmill had operated from May 10 through December 31 and tallied a total of 2,264 hours; the number of shifts for the period was 285 1/2. Employees numbered 700, with roughly equal numbers in the woods and at Standard. The sawmill had cut a total of 21,000 board feet of ponderosa pine, 15,400 board feet of sugar pine, 11,225 board feet of white fir, and a paltry 850 board feet of incense cedar. The report noted that there was only one "technical" forester in the company's em-

ploy. On 1,389 acres of its own lands, the PLC had harvested 34,580 board feet of pine, 10,664 board feet of fir, and 808 board feet of cedar. The logs had been yarded with tractors and then hauled by rail and truck for 65 to 75 miles. The private timber harvested was in old growth stands composed of over 80 percent pine; the minimum diameter of pine cut was 20 inches. Out of the multiple choice responses of "heavy selective," "selective," "medium selective," and "light selective," the timber cutting method was classified as "non-selective." Out of the possibilities of "good," "fair," or "poor," the preservation of young growth during logging was characterized as "fair." Out of the possible descriptions of slash and snag disposal as either "complete," "partial," or "none," the PLC's performance on its own lands was judged as "partial." Under the heading of "sustained yield status," the reporter noted that, for the PLC, "sustained yield [was] non-existent, requires reduced cut, feasible." In other words, the official still believed that, even though the company was not practicing sustained yield forestry, it was still a feasible alternative if the company would settle for a reduced harvest volume. The remaining old growth timber available to the Standard Sawmill was estimated as:

Private:	24,000 acres with 700,000 mbf pine and 185,000 mbf fir
Forest Service:	15,000 acres with 446,000 mbf, all merchantable species.



This 1948 Forest Service photograph pictured the use of a gasoline chain saw in felling a large sugar pine. The notation on the photograph boasted: "All trees felled with this saw without using an ax." It would be several more years before chain saws virtually replaced whip saws and axes in the Pickering woods. USDA, Forest Service, Pacific Southwest Region

Given these volumes and acreages, the Forest Service estimated that the PLC could harvest old-growth pine timber for another 20 years; if it harvested both pine and fir, the Standard Mill could stay busy for an additional five years (USDA/FS 1943).

In February 1944, fire again robbed wind from the Standard Division's sails when the machine shop at Standard burned to the ground; it was not completely rebuilt until 1945 (UD 7-12-45). In the meanwhile, woods operations proceeded much as they had since the depression. Though a variety of changes had evolved in how logs were transported from the stump to the sawmill, felling the trees was essentially unchanged; it was done the old-fashioned way, with axes, wedges, sledges, and muscle-powered saws. Though electrically-powered saws were introduced to the Pickering woods in 1944, cumbersome generators and long cords made its debut a flop. At this juncture in the PLC's history, the corporation's directors were James M. Kemper (president of the Commerce Trust Company), Henry N. Ess (Kansas City attorney), Frederick H. Dierks (vice president of the Dierks Lumber and Coal Company), Allard A. Calkins (first vice president of the Anglo-California National Bank of San Francisco), and Ben Johnson. The board's officers were Kemper, Johnson, Rassenfoss, Howard J. Ebert, and Frank M. Momyer. Ess had taken Histed's seat and Dierks had taken Hall's upon Histed and Hall's deaths (S.A. PLC, 9-9-50).

Perhaps the long economic depression had also been a factor in the corporation's break in faith about the inexhaustibility of forest resources. But after the company repaid its R. F. C. loan, one faith was gradually replaced with another: a faith in sustained yield forestry practices as the means of long-range timber resource renewability. Taking advantage of PLC's softening attitudes toward sustained yield, the Forest Service again proposed precutting arrangements to PLC officials. Rather than the past practice of the Forest Service purchasing cutover lands without great regard to their post-harvest condition, agency officials now negotiated with the PLC for acquiring cutover lands that had been logged in accord with practices thought to be more conducive to sustained yield. In trade, the Forest Service offered credits and stumpage on government timber lands judged to be ripe for harvest; almost by definition, these stands were virgin old growth, deemed 'decadent' by federal foresters.

Some of these proposals simply could not pass the litmus test of economics, with the haul from the woods exceeding 50 miles. One such proposal in March 1944 was made at a meeting among Stanislaus Forest Supervisor J. R. Hall, Assistant Forester Russell McRorey, and Pickering's Ben Johnson and J. C. Rassenfoss. The general purpose of the meeting was to discuss the PLC's pro-

posals for the Forest Service's acquisition of its cutover lands and, in general, the "overall program which the Forest Service believes necessary to effectively promote better Forest management practices...." The Forest Service was apparently eyeing the uncut timber land in the McArthur-Ducey parcels north of Beaver Creek—lands in which the PLC had a significant interest. Johnson commented that the PLC had \$3.5 million invested in those lands and that the company planned to manufacture all the timber economically feasible from them at the Standard plant. Moreover, responding to the Forest Service's offer of virgin federal timber in the Smoothwire and Campoodle Creek areas, Rassenfoss doubted the economics of shifting logging operations to those out-of-the-way locations, particularly given the quality and composition of the timber stands, the increased truck haul, and various lesser considerations. Apparently feeling that the die had been cast regarding forest practices, Rassenfoss "stated that the life of the [Standard Division] operation was limited to a relatively short period - 15 to 20 years...." Rassenfoss also expressed doubt that there would be sufficient government stumpage available to the Standard plant to enable it to carry out the overall forestry plan advocated by the Forest Service, including precutting arrangements on company lands and acquisition of virgin stands (USDA/FS McRorey 3-30-44 and S. A. PLC Johnson 1-45).

On July 7, 1945, just a month before the United States would drop atomic bombs on Hiroshima and Nagasaki, the Standard Sawmill was again reduced to ashes. Though the box factory and planing mill survived the blaze, the sawmill fire, whose origin was never determined, started under the green chain, near the resaw. The fire spread rapidly and burned with such intensity that all that could be done was to keep the fire from spreading to other buildings. The loss was estimated between \$400,000 and \$500,000. Rebuilding was completely covered by insurance, and since the mill was engaged 100 percent in war work, the PLC had been given priority for obtaining materials for its reconstruction (UD 7-12-45 and S. A. PLC 1958:1). It was 13 months before a new mill was built and in operation. After getting underway in August 1946, the company planned to operate the sawmill continuously for the next 18 months. Because the new mill was powered by electricity, an electrical substation also had to be constructed (UD 8-8-46). By January 17, 1947, the sawmill was in full swing with its two, band saws and resaw having a capacity of 400,000 board feet. The plant now also had 24 dry kilns.

At the Pickering Lumber Corporation's annual board of director's meeting for 1946 in Kansas City, Ben Johnson and J. C. Rassenfoss were promoted: Johnson was elected chairman of the board of directors and Rassenfoss, presi-

THE 1940s: THE R.F.C. PAYOFF, WORLD WAR, AND POSTPONING SUSTAINED YIELD FORESTRY

dent of the company. James Kemper was elected chairman of the executive committee, Frederick H. Dierks was elected vice president, Frank M. Momyer, treasurer, and Howard Ebert, secretary. Henry Ess and Allard Calkins remained on the board. With this shift between Johnson and Rassenfoss, Johnson announced that Rassenfoss would have full charge of the company's Tuolumne County properties (UD 4-25-46).

An interesting sale in 1948 indicated that the PLC combined with the West Side Lumber Company to log on Forest Service-administered land in the Dodge Ridge area, in Sections 13, 14, 23, and 24 of Township 4 North, Range 18 East and in Sections 18 and 19 of Township 4 North, Range 19 East. Having earlier removed the rails in this area, the timber was hauled entirely by truck. Part of this sale was in preparation of the proposed lodge site and ski area on Dodge Ridge. There was another proposed sale nearby between the North Fork Tuolumne and Dodge Ridge, along the Bell Meadows Road, in Sections 23 through 26 of Township 4 North, Range 18 East. Other Forest Service timber sales to the PLC through the decade included the June 15, 1948 offering of the Griswold Creek Unit comprising 900 acres in all or parts of Sections 1 and 2, and 4 through 6 in Township 4 North, Range 16 East; Sections 13 through 15, 18, 31, and 34 in Township 5 North, Range 16 East, and Sections 17 through 21 in Township 5 North, Range 17 East. The estimated volume for the Griswold Creek sale totaled 8,300 mbf.



This 1948 photograph shows logs being hauled by truck in the Dodge Ridge area by the Pickering Lumber Company. The remark on the photograph noted that the truck was hauling 15,000 board feet of sugar pine in just three logs.

USDA, Forest Service, Pacific Southwest Region

THE BIG TREES

Before the decade of the 1940s was over, controversy over Pickering's holdings bordering the Big Trees in Calaveras County presaged a taste of clashes that would boil in the 1960s between forests as commodities and as ecological communities. South Grove was part of the Whiteside Tract purchased by the PLC in 1927 for \$1,807,450.88. In 1944, the PLC paid an additional \$195,000 in what was termed a "compromise settlement of litigation over the validity of the final payments effected through receivership."

The roots of the issue actually were at least as deep as the early years of the twentieth century, and again, intertwined with the changing policies of the Forest Service. Sparked by the national conservation movement and the presidential policies of Theodore Roosevelt, various organizations germinated throughout the country to protect threatened places of interest to them. One of them was made up of women who composed the California Club. Their persistent efforts at protecting the "Sequoia washingtoniana," in league with other groups and individuals, ultimately led Congress to pass "An Act to Create the Calaveras Bigtree National Forest, and other purposes" on February 18, 1909. Known as the Perkins Act, the legislation had empowered the Secretary of Agriculture to obtain complete title to specified lands on both the east and west sides of the North Fork Stanislaus River expressly to prolong "the existence, growth, and promote the reproduction of said big trees." No appropriation was included in the act, presumably the assumption being made that the land acquisitions could be effected by land-for-land or land-for-timber value exchanges. In 1912, the Forest Service was appropriated \$10,000 to fulfill the 1909 Perkins Act and further, was specifically empowered to use non-mineral national forest land as well as cash in exchange transactions. However, efforts to acquire either the north or south sections of the Calaveras Grove were thwarted by Robert B. Whitesides' \$1,000,000 price tag for the two groves: a sum that substantially exceeded the Forest Service's valuation of the land.¹⁰⁹

Apparently because of this impasse, proponents of preserving the Calaveras Grove turned their attention away from the federal government and toward the State of California. Formed in 1926, the Calaveras Grove Association enlisted the support of the renowned Frederick Law Olmstead, Jr., and in 1928, he visited the Calaveras Grove as part of his survey of potential state park sites for the California State Park Commission. Olmstead's hearty endorsement of the grove prompted the state, during the years 1931 through 1933, to acquire several land parcels in the North Grove. Importantly, a special act of Congress, HR 5545, was passed in 1928 which provided that, upon conveyance and acceptance by the State of California of either or both the north and south groves and their dedication as a State Park, the secretaries of Interior and Agriculture were to cooperate with the Governor of California in issuing a patent to the state for the federal "corridor land" between the groves; land that could amount to as much as 1,200 acres. But local Forest Service officials, such as Supervisor J. R. Hall, interpreted the act as a raid on national forest land. While he favored the state's acquisition of the two groves, he saw no compelling need to connect the groves at the expense of relinquishing the corridor to the state. Regional Forester S. B. Show was sympathetic with both camps, seeing the advantages to the state of rounding out its holdings, but unconvinced that doing so required transfer of the entire 1,200 acres comprising the corridor lands.

On cue, as soon as the state had acquired parcels in the North Grove, the Secretary of Agriculture was requested to comply with the patent provisions of the 1928 Act. But without the state's ownership of lands in the South Grove, the Secretary nixed the transfer of title until it was clear that the state had significant ownerships in both groves. The Calaveras Grove Association then focused its considerable energies on applying pressure on the state to acquire parcels in the South Grove. Olmstead completed another report, this one in 1945, emphasizing the need to protect the grove east of the north fork.¹¹⁰ Urgency was

¹⁰⁹ The North Grove was west of the North Fork Stanislaus River and the South Grove was east of the river.

¹¹⁰ To determine the land's value and cost of acquisition, the State Park Commission wanted an up-to-date timber cruise. W. H. Thomas completed his cruise report September 27, 1946. But when the State Park Commission made no move to negotiate, the PLC offered a specified area defined in the cruise report for \$1,750,000. The six month time limit of the offer expired. PLC officials responded by stating that "since the expiration of this original offer a controversy has arisen over the territory to be included in the park, between various conservation or propaganda groups. To this date the State Park Commission has never made any formal representation to us as to the area that they would like to acquire..." (S. A. PLC 9-9-50).

added to the preservation forces as the Pickering Lumber Corporation's railroad logging operations neared the South Grove in 1948. Its sympathies somewhat dictated by the 1928 Act, the Forest Service now sided with conservation groups in urging the PLC to defer logging in its "big tree" holdings.

Riding on post-World War II sentiments, it was at this crossroads that the California War Memorial Park Association was organized to save the South Grove by dedicating it as a war memorial. This group's tact was to re-focus on the federal responsibilities for preserving the giant sequoia and sugar pine under the 1909 Act. The War Memorial Park Association garnered political support at both the state and federal levels, particularly in the personage of Congressman Chet Holifield. Though Holifield aimed his sights on making the place a California war memorial, some thought it an unfitting tribute to war dead—the trees of the "primeval sugar pine forest" mature in 150 years, and the loss from decay, particularly blister rust, about balances gains in growth.

In late 1949, the Forest Service completed a detailed "Valuation Report of Corridor Lands." This report, the basis for the corridor lands being used as matching values in the state's purchase of the South Grove, facilitated satisfying the state's policy that required matching funds for lands acquired for the State Park system. Now assured that the state would acquire the South Grove, at Governor Earl Warren's request, 1,200 acres of land administered by the Stanislaus National Forest were transferred to the state in 1952 under provisions of the 1928 Act. Except for one parcel, these lands had not been included in the legal descriptions of the 1909 Act.

During this time, Duncan Dunning noted that the South Grove's unusually large sugar pines far outnumbered the sequoia. Interested in preserving these stands of pine, Dunning noted that white fir was in the relentless process of overrunning the pine due to various advantages of fir, such as superior seed production, seed dispersal, germination, and shade tolerance. Dunning predicted that without active intervention, the specimen sugar pines would be greatly reduced in number in 50 to 100 years and that "all will be gone in 250 to 300 years."

Finally, in 1954, the South Grove was purchased as a State Park through the benefaction of John D. Rockefeller Jr. His million dollar gift to the Save-the-Redwoods League was funneled through that organization to the California State Park Commission. Along with matching state funds and donations amounting to \$2,800,000, the 2,155-acre grove was purchased from the Pickering Lumber Corporation. Negotiations between the PLC and state had been strained, and persistent differences in appraisal figures

between the parties were finally partially assuaged by allowing Pickering to harvest trees from about 30 acres containing an estimated \$50,000 worth of stumpage.

But instead of the pressure being alleviated by the state's purchase of the South Grove, the screws were tightened on the Forest Service and Pickering Lumber Corporation to fulfill provisions of the 1909 Act. The Calaveras Grove Association, the California War Memorial Park Association, and other preservation groups continued their demands. But negotiations between the Forest Service and PLC for the agency to acquire lands owned by Pickering in order to establish the Calaveras Bigtree National Forest were repeatedly mired in wide gulfs between the parties' timber cruises and appraisals. Added to the rift was rising local, public concern that Forest Service acquisition of the land from Pickering and managing it as a preserve would cost the county dearly in lost taxes and timber sale receipt revenue. The California War Memorial Park Association, based in Los Angeles, was portrayed by some as out-of-town bleeding hearts, insensitive to the local needs of timber-dependent communities. Though an agreement was struck in 1953, the PLC balked at the eleventh hour, contending that the land being acquired by the Forest Service from the PLC contained only a few giant sequoia trees and, therefore, under provisions of the 1909 Act, the agency could not "secure and protect for all time the Big Trees" on the exchange parcels. After legal assurances to Pickering that the proposed exchange was appropriately authorized by the 1909 Act, Pickering and the Forest Service, at long last, consummated the transaction that created the Calaveras Bigtree National Forest. It was formally approved and classified in August, 1955 and was titled the "War Memorial Exchange." In return for the 378.7 acres transferred to the Forest Service, Pickering received the right to cut a specified tract of timber on the Stanislaus National Forest valued at \$830,567.60.

This, the smallest national forest in the system and also the first scenic area to be designated in the Pacific Southwest Region of the Forest Service, was also one of the shortest lived. The Calaveras Bigtree National Forest, administered by the Stanislaus National Forest, existed as such only until 1993, when the area was exchanged to the State of California. In return, the Forest Service received state-owned parcels in Castle Crag, within the administrative area of the Shasta-Trinity National Forests in Northern California. The path for this exchange had been cleared by special legislation that enabled the Forest Service to bow out of its responsibilities prescribed in congressional acts... responsibilities for perpetuating the sugar pine stands that the Forest Service's *laissez faire* stewardship on the Calaveras Bigtree National Forest had not redeemed. Ul-

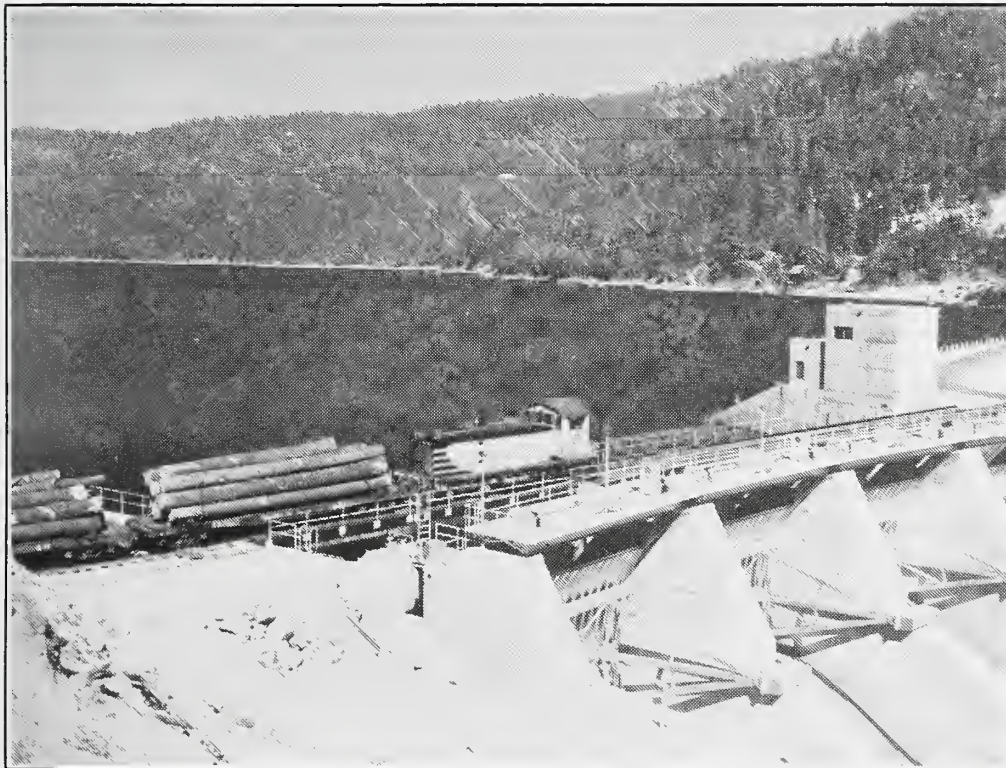
timately, with its acquisition of the Calaveras Bigtree National Forest, the state's holdings of the north and south

groves of big trees was "rounded out" and subsumed in the Calaveras Big Trees State Park (cf. Conners 1985).¹¹¹

THE "OLD GROWTH IS NO GROWTH" PARADIGM

Nation-wide, the 1950s witnessed an elevated demand for old growth timber, and Forest Service timber lands represented the largest ownership of these virgin stands. Given the federal foresters' view that old growth stands were unproductive because their growth rates were flat compared with those of young trees, the Forest Service was eager to oblige the industry and use its partnership with industry to convert its "decadent old growth" to "highly productive second growth" within the constraints of practicability and

within a slanted version of multiple use. The tandem goals of maximum sustained yield and maximum allowable cut that were pursued so vigorously in the 1950s would, in the 1960s, run headlong into a new, competing paradigm: that maximizing timber production was not the preeminent purpose of federal forestry—that the value of an old growth pine was not always measured in board feet. Adding to the complexities of forestry, the PLC was among the many companies that began a far more intensive market pursuit



One of Pickering's diesel locomotives pulling a load of logs over the track atop Beardsley Dam. This photograph was taken in August, 1960.

USDA, Forest Service, Stanislaus National Forest

¹¹¹ Originally to be simply a land transfer from the USDA to the State of California, it transmuted to a land exchange. The state lands given up were the SW quarter of Section 3 and the south half of Section 9 in Township 38 North, Range 4 West. These parcels were added to the Forest Service's Castle Crag Wilderness. The enabling legislation was sponsored by Congressman Lehman in the 101st Congress, introduced June 29, 1989 as HR 2809.

THE "OLD GROWTH IS NO GROWTH" PARADIGM

for white fir. Formerly characterized as a "stepchild on the lumber scene," by the 1950s, it had forged a place in the market. Unlike decked pine logs that were subject to blue stain during the warm months, white fir did not have the same predilection.¹¹²

On August 5, 1954, Frank Momyer replaced Jack Rassenfoss as president and general manager of Pickering's Standard operation. Having started his career with the PLC in 1924 at its headquarters in Kansas City, Momyer came to Standard in 1937. When the Sugar Pine Railway started up again after the Pickering reorganization, there were 48 miles of track. The mainline had attained its longest length in the early 1950s when there were 72 miles of track and 52 bridges and trestles. During this period, the line was operated in three divisions necessitated by the slowness required in hauling on the curvy, steep grades. "The average train crew," according to Bill Scott, "worked 12 to 14 hours a day, making a round-trip within his division." Scott said derailments of flats were more common than for locomotives because the flats had narrower wheels. The longest run the train made was to Milepost 72, actually 71.8, at Beaver Creek Crossing near the South Grove of Calaveras Big Trees (MB 11-3-74). At the height of the Sugar Pine railroad logging system, about 50 flat cars made the 76.5 mile run between Standard and Beaver Creek logging camp each day. But by 1955, the mainline was backed up to Milepost 51 with logging out of Soap Creek Pass—the largest and probably the most highly engineered of PLC's camps.

Somewhat surprisingly in view of the versatility of truck logging and the expense associated with railroad logging, in 1956 the Sugar Pine Railway entered the diesel age with its purchase of two locomotives. The diesels soon proved themselves and replaced steam engines in all but switching duties. In 1957, Sugar Pine railroad operations to Skull Creek ended. Skull Creek Camp was dismantled and loggers split between Soap Creek and Camp Curry; the new railhead became Soap Creek, shortening the system by 20 miles. Loggers at Camp Curry trucked logs from the stump to the railroad at Soap Creek (UD 12-2-65). Beardsley Dam—the structure that had ignited controversy in the early 1920s—was completed after two fe-

verish years of work, on June 15, 1957. (See appendix, page 392, for Special Use Permit to relocate Camp Beardsley.) The relocation of the rails to the dam's crest shortened the distance to points north of the Middle Fork Stanislaus by 2.2 miles.¹¹³ Another link in the Oakdale and San Joaquin Irrigation Districts' Tri-Dam Project was under construction in 1956. When timber was cleared from Donnell's Flat in preparation for reservoir construction—about 10 miles upstream of Beardsley Dam—the dilemma of moving the logs from the steep, glaciated canyon was solved by floating them inside the diversion tunnel, through 1,400 feet of solid granite. Once the logs were fetched at the low end of the 24 x 32-foot tunnel, they were loaded onto trucks for a 10-mile ride to the highway and 30 additional miles to the Standard Mill. In 1956, the Pickering Lumber Corporation cut close to 75 million board feet (Timberman 1956:64-68). In 1958, the Pickering Lumber Corporation formally reacquired the West Side Lumber Company, its first major expansion since the mid-1920s (UD 7-16-58). In 1959, Pickering added two more diesel locomotives to its roster (MB 12-3-65; Hungry Wolf 1978:131, 133).

By an oversight, PLC officials had allowed the Sugar Pine Railway's incorporation to expire on March 6, 1953. Jogged by the state, on May 23, 1958 the company filed a "Certificate of Amendment Providing for Perpetual Existence of Articles of Incorporation" for its Sugar Pine Railway. Since the 50-year term of its corporate existence had expired on March 6, 1953, this amendment changed the sixth article to: "That the term for which said corporation is to exist is perpetual." To obtain this agreement, the PLC needed only to certify that the company had continuously acted as a corporation since the expiration date. As a wholly owned subsidiary of the Pickering Lumber Corporation, at this point, the PLC owned 9,995 of the 10,000 shares; Momyer, Rassenfoss, Calkins, Dierks, and Ross Carkeet of Sonora owned one share each. Still able to specialize in sugar pine but also reflecting the substantial increase in harvesting fir, by the late 1950s, Pickering's lumber outputs by species averaged 35 percent sugar pine, 30 percent ponderosa pine, 33 percent white fir, and two percent incense cedar (S. A. PLC 1958:2). At the height of the sea-

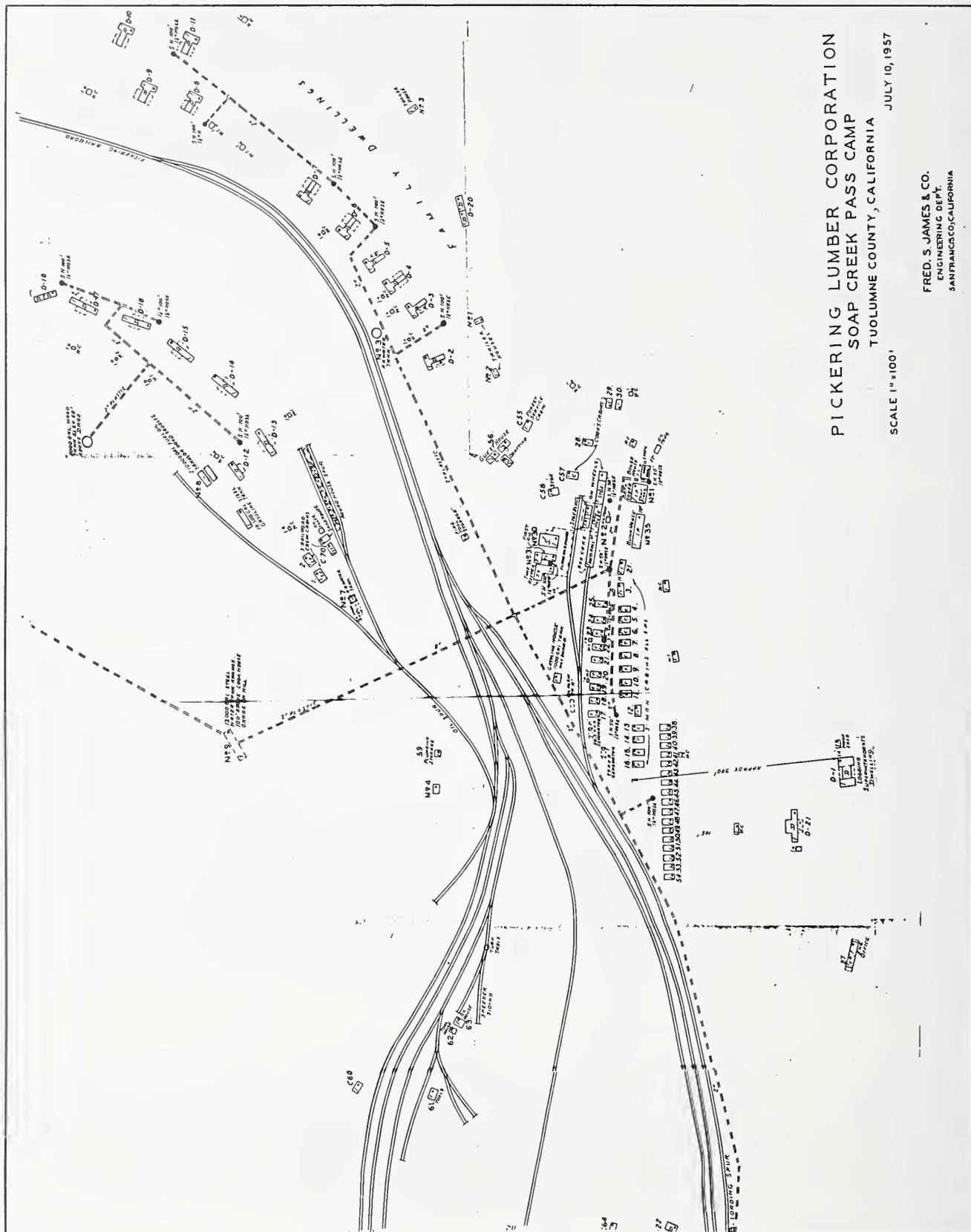
¹¹² Stained lumber does not differ from bright stock in any quality except appearance; it is not the forerunner of decay. It is caused by a fungus which grows in the sapwood on water soluble nutrients as long as the lumber is green; it stops when the lumber is dried. The color is not part of the wood, but only the fungus itself; it does not change the wood's cell structure. Brown stain is more common in sugar and ponderosa pines and occurs both in sapwood and heartwood. It is mainly caused in the drying process due to oxidation and/or caramelization of some of the soluble carbohydrates (S. A. PLC 1958:19).

¹¹³ Hungry Wolf says the distance was shortened by 2.5 miles, but he probably meant 2.2 miles, since he gave the example of the distance from Ralph to Soap Creek Pass previous to the dam being constructed at MP 55.7 and after the dam at 53.5 (1978:133).



Most railroad logging camps were not as precisely engineered as Soap Creek Pass Camp, although they all followed similar layout axioms. This July 1957 scale map depicts the use of trailers for housing and of box cars for the mess hall and cook house. The social geography of the family dwellings, single men's residences and railroad crew cabins is also evident.

Fibreboard Corporation



PICKERING LUMBER CORPORATION
SOAP CREEK PASS CAMP
TUOLUMNE COUNTY, CALIFORNIA

JULY 10, 1957

SCALE 1" = 100'

FRED S. JAMES & CO.
ENGINEERING DEPT.
SAN FRANCISCO, CALIFORNIA

PICKERING LUMBER CORPORATION
Standard, California

3/26/54

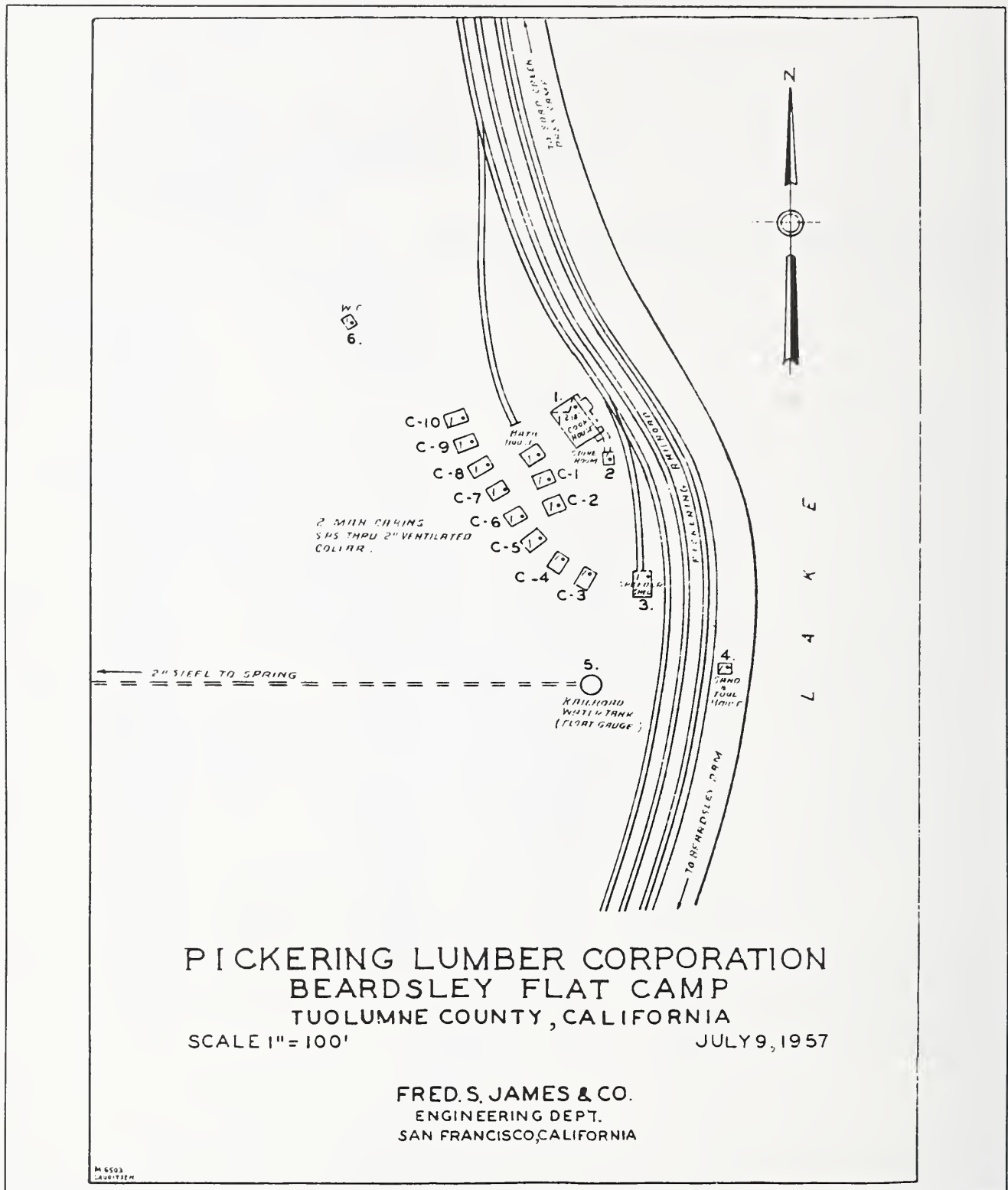
RAILROAD ELEVATIONS, MILE POSTS AND DISTANCES

<u>STATION</u>	<u>M.P.</u>	<u>ELEVATION</u>	<u>DISTANCE FROM RALPH IN MILES</u>	<u>DISTANCE FROM STANDARD IN MILES</u>
Standard		2300	-	-
Ralph	00	2830	-	4.7
Newel	4.0	3400	4.0	8.7
Parko	5.8	3800	5.8	10.5
Long Siding . .	8.9	4220	8.9	13.6
Tramway	11.3	4220	11.3	16.0
Lyons Dam . . .	13.8	4250	13.8	18.5
Junction	16.7	4267	16.7	21.4
Door Creek . . .	20.0	4578	20.0	24.7
Shell	23.7	4644	23.7	28.4
Line Change . .	26.1	4578	26.1	30.8
Schoettgen Pass.	28.1	4550	28.1	32.8
Tunnel Creek . .	37.0	3900 (Est.)	37.0	41.7
Beardsley Flat .	42.7	3222	42.7	47.4
Chinaman Creek .	45.3	3685	45.3	50.0
Sour Grass . . .	48.5	4325	48.5	53.2
Soap Creek . . .	51.0	4767	51.0	55.7
Grohl	54.5	4435	54.5	59.2
Skull Creek . . .	60.0	4318	60.0	64.7
64-A	64.2	4575	64.2	68.9
66-A	65.1	4575	65.1	69.8
Big Tree Creek .	67.0	4575	67.0	71.7
68-A	67.7	4615	67.7	72.4
Griswold Creek .	70.2	4705	70.2	74.9
(Mile 70)				
Beaver Cr. Cross.	71.8	4738	71.8	76.5
proposed end of railroad				

The mainline as it existed in early 1954. This list indicates the milepost distances between stations from Ralph to the end of the line at Beaver Creek Crossing, 71.8 miles distant. Differences in elevations at the various stations relative to the distances between them were key factors in the layout and operation of the railroad logging system.

Fibreboard Corporation

THE "OLD GROWTH IS NO GROWTH" PARADIGM



Layout of the new Beardsley Flat Camp, mapped July 1957. The camp was relocated when the reservoir created by Beardsley Dam began to fill, flooding the former site of the camp. Note the camp's lakeside location. Fibreboard Corporation

son, Pickering was hauling about 500,000 board feet a day over its Sugar Pine rails to the Standard Mill.

The sales manual for the Pickering Lumber Corporation stated that by the late 1950s, trains rolled into Standard with from 22 to 26 cars of logs, mostly in double sawmill lengths of 32 feet. Full operation required five, gear-driven locomotives and two, 900 horsepower diesel locomotives. Approximately 294 skeleton logging cars were in use. About 50 section hands were needed during the operating season to maintain the railroad, and four bridge crews of six men each worked constantly "to keep the 35 bridges and trestles on the track in repair." Because the heavy cars on the long, steep grades, heated the brake shoes and caused filings of red-hot metal to be scraped off, the smoke chaser followed 20 minutes behind each mill-bound train to detect spot fires along the line (S. A. PLC 1958:6). Getting a slow start in the Pickering woods, by 1959 gasoline chain saws were exclusively used for fall-ing (UD 5-25-60). Eighteen million board feet of this timber, now being so efficiently felled by chain saws, was transformed into lumber for box shooks at the two Pickering plants, at Standard and Tuolumne. The boxes were shipped to packing centers in California, Texas, Michigan, Florida, and Ohio for shipping citrus, asparagus, cantaloupes, soft fruits, and famous Lodi Tokay grapes. Thousands of pick-ing boxes were also sold to the leading canneries in California's Central Valley: Hunt, Stokeley-Van Camp, Campbells, Del Monte, and Libby (UD 5-25-6).

Diversifying its products and capitalizing on its stock of white fir, in 1960 the Pickering Lumber Corporation opened a new plywood manufacturing plant. The local newspaper reported that the new three-acre facility's annual payroll would be \$800,000. The 122,000 square-foot structure was to accommodate a three shift schedule employing "165 men, most of whom are being hired locally." Pickering officials projected that 60 million square feet of plywood per year would be produced at a rate of five million per month. "Into the lathe will be fed 25 to 30 million board feet of white fir annually." The plywood was marketed as "Gold Ply" and sold nationwide. To produce the plywood, logs were peeled on a huge lathe that left eight-foot cores, each from eight to 10 inches in diameter as a by-product; these were utilized for studs, pulp chips, log cabin siding, and other specialty items (UD 5-25-60). Though boxes were still a staple, by 1960, molding production at Pickering totaled 10 million linear feet per year and lath output was about two million pieces annually. About four million board feet of fir and pine were used each year in Pickering's cut stock plant, where flush doors, windows, and toy stock were cut to order (UD 5-25-60).

As the 1961 logging season opened in May, an experiment at the Tuolumne Division was being conducted on

"A strike vote will be taken at Standard on Saturday, August 5th, and the result of this vote will affect more than 1,000 of our employees, as well as our company, our community and our county.... We believe our employees are generally very conscientious and loyal workers and should be well paid for their services. However, your company is not now operating at a profit and we are asking our employees to give us a chance to get back to normal again by leaving wage rates, etc., as they are at present.... We are now in the midst of a program to modernize our plant to meet competition on an equal basis.... We still owe \$1,770,000.00 mainly due to building of the plywood plant. We still remember that we can again go BROKE by trying to continue to operate at a LOSS...."
Notice to employees from the Pickering Lumber Corporation, August 1961

the efficacy of using trucks exclusively rather than using the West Side's aging, narrow gauge mainline. The previous year, only 38 miles of the 72-mile long railroad system had been used. Clearly this had ramifications for the Sugar Pine Railway. Rails above Clavey on the West Side and above Soap Creek Camp on the Standard operation had been removed in the summer of 1960 and sold for salvage or retained for use by the company (MB 4-30-61).

Demanding additional health and pension benefits, on August 5, 1961, Pickering lumber and sawmill workers at Standard and Tuolumne voted not to strike, 263 to 139. Though the union cried foul, claiming that the vote was obtained by illegal procedure, employees apparently believed the company's arguments that it did not want to repeat its history of being burdened by a huge loan that tied its hands for making long-overdue plant improvements. Assuring workers that the company expected a building boom to create a brisk market for its products—especially plywood—officials intimated that it was not the demands *per se*, but their timing that was the problem for the company. In the face of bills from its substantial modernization program, Pickering officials urged workers to "[p]lease think it over carefully and if you vote against a strike I am sure you will have no regrets in the future" (MB 8-6-61 and S. A. PLC 8-3-61).

Seeing that railroad logging's days were coming to a close, but also realizing that there were strong sentiments for the Sugar Pine Railway system, in September 1963, Momyer orchestrated the opportunity for 900 employees and their families to take a 15-hour trip over the mainline

THE "OLD GROWTH IS NO GROWTH" PARADIGM

to Soap Creek Pass Camp. A logger's dinner was served at camp before the guests headed back for the 55-mile train ride in open-air cars (SR 9-18-63).

After the last train of logs to be hauled across the Middle Fork Stanislaus over Sugar Pine rails had left Soap Creek Pass in December 1963, crews began removing the 32 miles of track between Soap Creek and Schoettgen.¹¹⁴ The rail crossing over Beardsley Dam was transformed into a road and truckloads that averaged 5,000 board feet of logs were then loaded from truck bunks to rail cars at Schoettgen Pass (Hungry Wolf 1978:131,133). In 1964, only 18 miles of track remained for use in railroad logging operations; improved with added ballast and heavier rail (Lyons Lake Resort n.d.).

Under contract by the PLC, on December 14, 1964 the Austin Company, Engineers and Builders headquartered in Seattle, proposed a modernization master plan for the lumber manufacturing facilities at Standard. Stretching the truth in noting that the facilities were originally constructed in 1915, the contract scope included green chain, dry kiln, dry sorter, green yard, dry yard, rough shed and yard dry sorter, shipping, planing mill, and box plant departments. Logging operations, log pond, sawmill, plywood mill, powerhouse, and marketing departments were not within the scope of the study. The investigation was also apparently to assess the economic wisdom of abandoning Standard's lumber production. The study's criteria were annual sawmill production of 85 MMBF with no increases:

ANNUAL CUT	TOTAL	BOX
WF	32MM	2M
SP	25	5
PP	25	5
Cedar & DF	3	
TOTAL	85MM	12M/Yr.

Lumber and plywood had to be processed concurrently to achieve best log utilization, since by-products of each commodity were used in manufacturing the other. Among its proposals, the study concluded that "...it appears that disposal of the lumber operation, as an extreme measure, is not a practical solution."

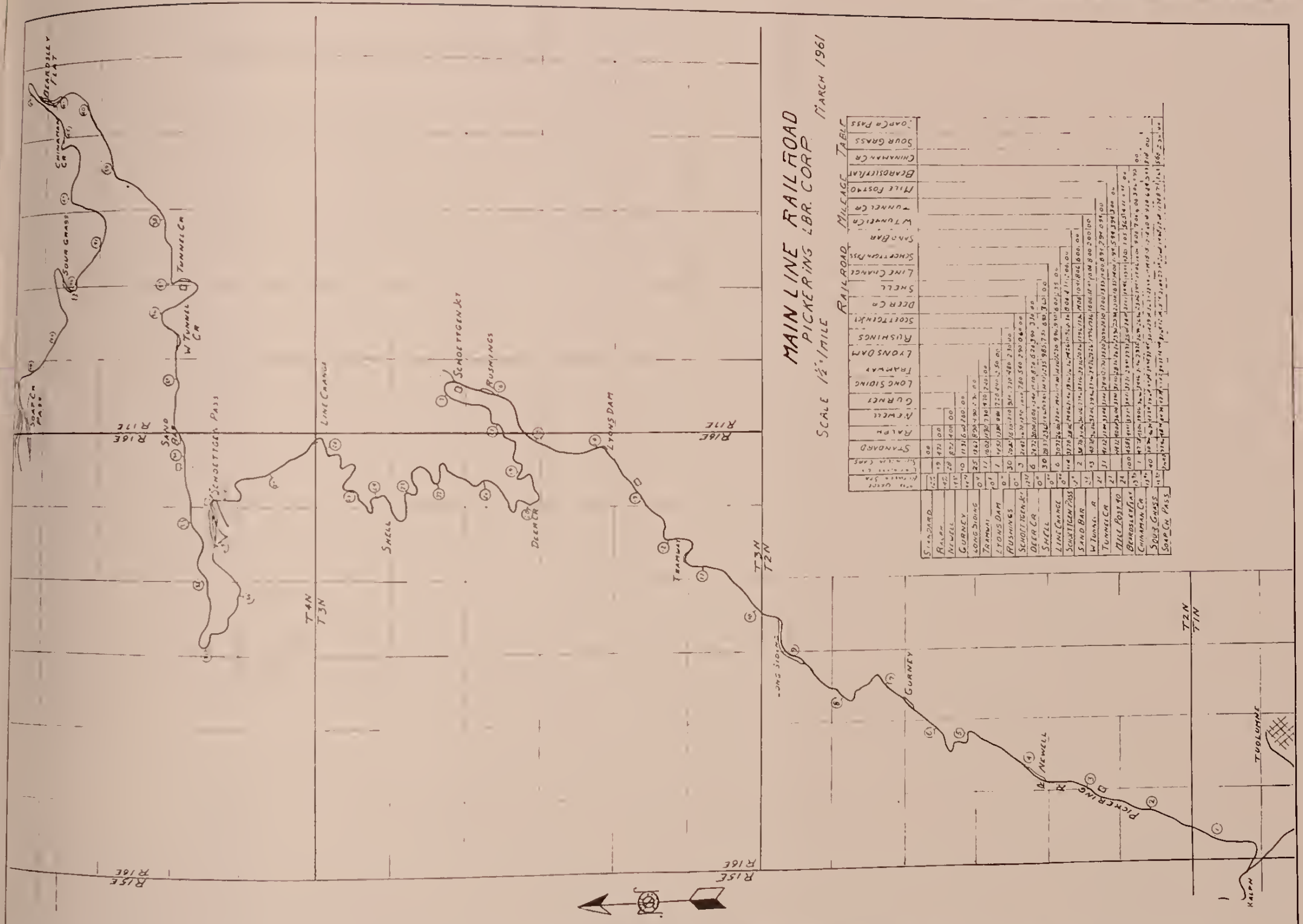
After 60 years, the last railroad logging train over Sugar Pine rails made its final run at the close of the 1963-1964

season. By this time, the line had been reduced to 18 miles of grade between Lyons Dam and Standard—virtually re-assuming the extent of the original Sugar Pine Railway. This was the status of Pickering's railroad logging system in 1965 when Fibreboard Paper Products Corporation acquired the Pickering Lumber Corporation...

This is properly the close of a history of the Sugar Pine railroad logging system, when the last load of logs was pulled out of the woods over the system's rails. There are postscripts of the railway's use, but its utility for transporting logs out of the woods to the mill was over. Under Fibreboard's management, John W. Lowe became general manager of the company's Tuolumne County operations; William J. Pendola became president and chief executive officer of the Pickering Lumber Corporation and was vice president and director of Fibreboard Corporation. The purchase by Fibreboard was a joint venture by Fibreboard Corporation and William J. Pendola, President of Yuba River Lumber Company; the sale price topped \$15 million. At the time of the transaction, PLC was the county's largest employer (UD 7-16-65 and 6-11-65). The decision had been made at the close of the logging season to retire the PLC's rail system and use trucks exclusively for hauling logs from forest to mill (MB 11-19-65). Though railroaders argued that rail transportation was four to six times cheaper per ton mile, proponents of log trucks countered that trucks were far more flexible—an essential advantage (UD 12-2-65).

In December 1965, the final train of logs was hauled over the Sugar Pine's rails. Staged as a media event, logs already at Standard were reloaded onto the flats and pulled out of town to be steamed back into Standard for the crowds and cameras. The local newspaper covered the story, and old-timers like Garnet Dambacher were interviewed. Already, several of the PLC's steam engines had been transformed into park exhibition and museum pieces and were on display in such places as Griffith Park in Los Angeles and Yosemite National Park. Shay Number 8, one of the more impressive engines that had occupied a place on the Standard and Pickering roster, had the distinction of making this media run. The Number 8 was the largest of PLC's 11 steam engines, at 209,800 pounds. She had 36 drivers, a boiler pressure of 200 pounds per square inch and a tractive force of 40,400 pounds. With the demise of the railroad, contract loggers had fully taken over the falling and

¹¹⁴ In April 1964, the PLC began removing rails from Tunnel Creek to Soap Creek Camp and a truck road was built in its place. The new road left the railroad grade at Tunnel Creek and headed to a new reload at Junction Landing in the upper end of Rushing Meadow. "A mile of new track was laid from Mile 17, where the track crosses the South Fork at the upper end of Lyons Lake, to the new landing" (Lyons Lake Resort n.d.).



Rails beyond Soap Creek Camp were removed in the summer of 1960. This 1961 milepost map and mileage table graphically show the shrinking mainline and the growing reliance on hauling logs by truck.

PICKERING LUMBER CORPORATIONSTANDARD, CALIFORNIAS U M M A R Y

	<u>SUGAR PINE</u>	<u>YELLOW PINE</u>	<u>FIR</u>	<u>CEDAR</u>	<u>TOTAL</u>
<u>BOOK 4-1-64</u>					
Standard Block	43,529,000	31,724,000	58,171,000	8,777,000	141,801,000
Pickering-Ducey Undivided	45,275,000	13,946,000	67,049,000	6,536,000	132,806,000
West Side	5,941,000	9,501,000	6,925,000	1,639,000	24,006,000
Seale	-	855,000	9,632,000	-	10,487,000
TOTAL	94,745,000	56,026,000	141,777,000	16,552,000	309,100,000
<u>LESS</u>					
<u>CUT STANDARD Block #2</u>	3,635,340	3,431,330	2,894,520	439,930	10,401,340
<u>CUT PICKERING Ducey #6</u>	2,612,360	927,360	3,939,230	157,970	7,636,920
<u>CUT WESTSIDE Lands #10</u>	1,592,260	1,616,260	2,431,730	144,480	5,784,730
<u>CRUISE LOSS Standard #3</u>	238,540	479,330	308,480	315,050	94,340
<u>CRUISE LOSS Pickering-Ducey #7</u>	171,360	129,360	419,770	113,030	232,080
<u>CRUISE LOSS Westside #11</u>	357,260	337,740	423,730	261,520	181,730
<u>SEALE CRUISE Cut</u>		220,000	4,306,000	-	4,526,000
BOOK 4-1-65	87,672,000	50,102,000	127,901,000	15,120,000	280,795,000

NOTES:

This figure is on Virgin Timber only and does not include Re-log on Cut-Over lands.

(See "TIMBER DELIVERED TO STANDARD" Report)

This summary of the Pickering Lumber Company's virgin timber stands, by township and section, was probably completed preparatory to the company's sale to the Fibreboard Corporation. (See appendix, page 397, for all twelve pages.)

Fibreboard Corporation

THE "OLD GROWTH IS NO GROWTH" PARADIGM

hauling once done exclusively by company crews (MB 12-3-65; 12-5-65 and UD 12-1-65). In 1965, the Pickering Lumber Corporation employed 570 workers who earned a total of \$4,951,672. Taxes paid by the company to Tuolumne County totaled \$291,758, ranking second behind P. G. & E.

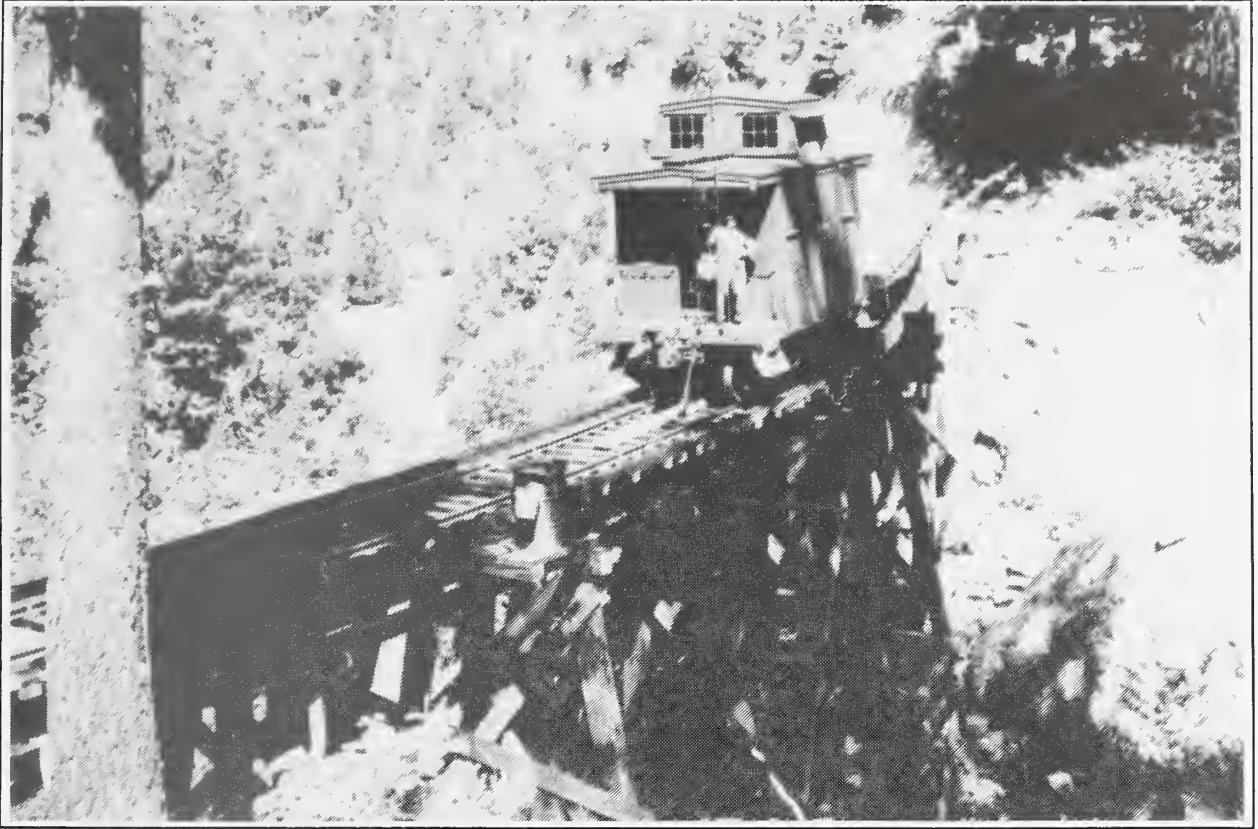
In 1966, there were six industrial sawmills in Tuolumne County, producing a total of from 175 to 200 mmbf per year: Hatler, L. S. Jones, Whitt, Snider (formerly Rasmussen), Sequoia, and Pickering. In that year, the Pickering Lumber Company closed the last portion of its railroad from the deck above Lyons Reservoir to Standard. However, the lure of a railroad in the woods lingered in proposals to convert the Twain Harte to Lyons portion of the line to a recreational opportunity, given that the new alignment of Highway 108 had cut-off the railroad from Standard. The trackage between Highway 108 and Lyons Dam Resort was left intact and was to be left in-place at least through 1967 as the new Fibreboard management and community representatives weighed the potential of a tourist train (UD 10-27-66).¹¹⁵ Similar impulses took root on the West Side. In 1968, Fibreboard was involved in reviving the railroad of the West Side Lumber Company, renaming the excursion venture, the West Side and Cherry Valley Railway. Francis Cottle, General Manager, was a strong proponent of the idea; the first excursion ride over one and one-quarter mile of West Side track was pulled by the 1913-built engine Number 15. In the first three weeks, 2,000 passengers took the ride. By 1970, more than 14,000 people had ridden the excursion that, in 1969, had been extended four miles. In 1970, the section crew comprised of members of the MeWuk Indian tribe, extended the line another two miles. The 1928-built Number 12 was added to the excursion roster.

On the Sugar Pine Railway, excursion trains using a

speeder began to run from East Avenue in Twain Harte. Twenty-six passengers could be accommodated in the open-air cars to their destination at Lyons Lake Resort. The 17-mile round trip took one and one-half hours at speeds no faster than 15 miles per hour (SR 8-10-69). Meanwhile, the Pickering Company under its new management was breaking records. In the 1969 season, the company harvested 155 mmbf, marking the largest total on record. Bolstered by the company's acquisition of the Keystone Mill, the log deck at Standard was piled with 57 mmbf, while at Keystone the deck stored 13 mmbf. The Pickering Lumber Corporation's mill was the largest of the 11 lumber and plywood plants owned by Fibreboard Corporation. Making capital investments to meet shifting market demands, the company built a new planing mill. It was touted as among the largest, highest capacity, mixed species planing mills and the most advanced of its kind in the world. By 1970, the Standard box plant alone consumed about 14 mmbf per year, most of it ponderosa pine with some sugar pine and white fir. In 1970, the Pickering Lumber Corporation owned 65,000 acres served by the Standard Mill; 35 mmbf was to be harvested from these lands with an additional 115 mmbf planned to be removed from government and private sales.

As the parent company racked-up records, the Sugar Pine rail excursions did not profit, and even the short length of rails between Twain Harte and Lyons was scrapped. The locomotives found their way to various parks, fair- and playgrounds... curiosities from a time not that far in the past, but clearly from a different age. But even stronger than its link with time, the Sugar Pine's history, like most California stories, is eminently tied to place. Though it intersected, diverged and wove in and out of national and international schemes and trends, its history would not have taken the shape it took, taken the turns it took, or ended the way it ended outside of the Sierran landscape with which it interacted and fused.

¹¹⁵ Snowballing neglect and damage to the Sugar Pine Railway sealed its fate as an excursion train reaching the Middle Fork Stanislaus, an idea proposed by some enthusiasts. For example, on September 17, 1966 a fire in the canyon destroyed a wooden trestle "running around a sheer 100' cliff formerly used by Pickering Lumber trains." The cliff trestle had been 150' long and was just south of Sand Bar Flat Dam (MB 9-18-66).



*Conductor Otto Hoover on the platform of the Pickering "crummy" near Beardsley Flat.
Otto Hoover collection*

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ARTICLES OF INCORPORATION

of the

STANDARD LUMBER COMPANY

KNOW ALL MEN BY THESE PRESENTS:-

That we, the undersigned, have this day voluntarily associated ourselves together for the purpose of forming a corporation under the laws of the State of California, and we hereby certify:-

FIRST: That the name of said Corporation is STANDARD LUMBER COMPANY.

SECOND: That the purposes for which it is formed are to acquire, purchase, hold, sell, hire, lease, handle, operate, work, develop and otherwise deal in land, water, water rights, rights of way, easements, mines, mineral deposits, quarries, stock in other corporations, inventions, trade marks, patents, patent rights, licenses, privileges, pipe lines and other properties, real, personal or mixed, to construct, maintain, operate, hire, lease, use, acquire, purchase, sell or otherwise deal in reservoirs, ditches, lines or works for the transmission or distribution of electric light or power, to manufacture, purchase, hold, own, sell, hire, lease, handle, operate, work, develop, exploit and otherwise deal in timber and lumber, and in connection therewith to conduct and carry on a general lumbering business in all its branches, and in connection with all of the aforesaid purposes; to do and perform any and every business act, matter or thing necessary, requisite or expedient to be done in and about any of the said purposes.

THIRD: That the place where its principal business is to be transacted shall be the City and County of San Francisco, State of California.

FOURTH: That the term for which it is to exist is fifty years from and after the date of its incorporation.

FIFTH: That the number of its Directors shall be five (5), that the names and residences of those who are appointed for the first year are:

<u>Names</u>	<u>Residences</u>
W. J. Rule	San Francisco, California
D. H. Steinmetz	San Francisco, California
F. R. Turton,	San Francisco, California
W. R. Hoag,	San Francisco, California
E. L. Hoag,	San Francisco, California

Standard Lumber Company Articles of Incorporation, witnessed September 30, 1901 and certified by the Secretary of State for the State of California on October 9, 1901.

Fibreboard Corporation

SIXTH: That the amount of the Capital Stock of this Corporation shall be Fifty Thousand (\$50,000) Dollars, divided into Five hundred (500) shares of the par value of One Hundred (\$100) Dollars each.

SEVENTH: That the amount of said Capital Stock which has been actually subscribed is Fifty Thousand (\$50,000) Dollars, and the following are the names of the persons by whom the same have been subscribed, with the number of shares of said Capital Stock subscribed for by each, and the amount subscribed to said Capital Stock by each respectively, to wit:-

<u>Names of Subscribers</u>	<u>No. of Shares</u>	<u>Amount</u>
D. H. Steinmetz	496	\$49,600
W. J. Rule	1	100
F. R. Turton	1	100
W. R. Hoag	1	100
E. L. Hoag	1	100

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 30th day of September, in the year Nineteen Hundred and one.

D. H. Steinmetz	(Seal)
W. J. Rule	(Seal)
F. R. Turton	(Seal)
W. R. Hoag	(Seal)
E. L. Hoag	(Seal)

State of California
City and County of San Francisco } SS.

On the 30th day of September, in the year Nineteen Hundred and one, before me, Henry P. Tricon, a Notary Public in and for the City and County of San Francisco, State of California, residing therein, duly commissioned and sworn, personally appeared D. H. Steinmetz, W. H. Rule, F. R. Turton, W. R. Hoag, and E. L. Hoag, known to me to be the persons described in and whose names are subscribed to the within instrument, and acknowledged to me that they executed the same.

In Witness Whereof, I have hereunto set my hand and affixed my Official Seal, at my office in the City and County of San Francisco, the day and year first above written.

Henry P. Tricon

(Seal)

Notary Public in and for the City and
County of San Francisco, State of California.

No. 34083

STATE OF CALIFORNIA
DEPARTMENT OF STATE

I, C. F. Curry, Secretary of State of the State of California, do hereby certify that a copy of the Articles of Incorporation of Standard Lumber Company, certified by the County Clerk of the City and County of San Francisco as a copy of such Articles filed in his office, was filed in this office on the 9th day of October A.D. 1901, which Articles and the copy thereof contained the required Statement of Facts, to wit: First, the name of the corporation as aforesaid; Second, the purpose for which it is formed; Third, the place where its principal business is to be transacted; Fourth, the term for which it is to exist; Fifth, the number of its directors or trustees, and the names and residences of those who are appointed for the first year; Sixth, the amount of its capital stock, and the number of shares into which it is divided; Seventh, the amount of its capital stock actually subscribed and by whom.

Witness my hand and the Great Seal of State at office in Sacramento, California, this the 9th day of October, A.D. 1901.

C. F. Curry,

(Great Seal)

Secretary of State

By J. Hoesch,
Deputy

AMENDED ARTICLES OF INCORPORATION
of the
SUGAR PINE RAILWAY COMPANY.

-----oooOooo-----

KNOW ALL MEN BY THESE PRESENTS:

That we, T. S. Bullock, S. D. Freshman, S. E. Smith, C. H. Hamblin and C. H. Guild, all citizens of the United States, and all residents of the State of California, have this day voluntarily associated ourselves together for the purpose of incorporating, under the laws of the State of California, and in the manner prescribed in the Civil Code of the said State, a Corporation.

AND WE DO HEREBY CERTIFY:

FIRST:- That the name of said Corporation shall be SUGAR PINE RAILWAY COMPANY.

SECOND:- That the purposes for which said Corporation is formed are: To purchase, construct, maintain, operate and conduct a railroad of standard gauge in the State of California, to be operated by steam, electricity or any other motive power, for the carrying of passengers and freight thereon and thereover for hire, with all necessary tracks, side-tracks and equipments for the same, and to buy, build, maintain, operate and run steam-boats and ferry-boats for the transportation of passengers and freight, and to conduct and carry on a general express business in connection with the operation of said railroad, and to have and exercise such other powers as any Railroad Company is allowed by law to exercise at present or may be allowed to exercise in the future, with full power to issue its stock in accordance with its By-laws and the laws of the State Of California; to

-1.-

The Sugar Pine Railway Company incorporated on February 24, 1903 for a term of 50 years. September 2, 1903, company officials amended its Articles of Incorporation to specify that the railroad would be built using standard gauge rails.

Fibreboard Corporation

borrow money and issue bonds upon its Railroad and other property, real, personal, and mixed, and in connection with said Railroad and steamboats, to run and operate vessels and barges; to purchase, build, lease and own wharves, docks and landings; to buy, acquire, lease and own all real estate and personal property necessary and proper for the exercise of the powers of the said corporation; to buy, construct, lease and own such warehouses, station-buildings, engine-houses, coal-shutes, machine and car-shops as may be deemed necessary for the carrying on of the business of said Corporation, and the business of a common carrier; to obtain and receive and own gifts of real and personal property and subscriptions toward the building of its railroad, and to purchase, construct, own, maintain and operate in connection with the said Railroad, such branches, side-lines and railroads between said Railroad and such points as the Board of Directors of said Corporation, may, from time to time, determine to be necessary for the business of said Railroad, and to do and perform such other and further things as shall be necessary, requisite or expedient to be done in connection with the business of said Corporation.

Third:- That said Railroad is to be constructed from a point at or near Campbell's Station, a station on the line of railroad of the Sierra Railway Company of California, in the County of Tuolumne, State of California, in a general Northerly direction, by a practicable route, to a point at or near the Big Tree Grove, in the County of Calaveras, State of California, with an inter-mediate branch from said main line, in a general Easterly direction through the place or town of Confidence, to a point at or near the summit of the Sierra Nevada Mountains, in the County of Tuolumne, State of California.

FOURTH:- That the estimated length of the main line of said railroad is Forty (40) miles, and the estimated length of said inter-mediate branch of said railroad is twenty (20) miles.

FIFTH:- That the place where the principal business of said Corporation is to be transacted, is in the Town of Jamestown, County of Tuolumne, State of California.

SIXTH:- That the term for which said Corporation is to exist is fifty years.

SEVENTH:- That the number of Directors shall be five (5), and the names and residences of those who are appointed for the first year are as follows, to-wit:-

NAMES	WHOSE RESIDENCE IS AT
T. S. Bullock,	City of San Jose, County of Santa Clara, State of California.
S. D. Freshman,	Town of Jamestown, County of Tuolumne, State of California.
E. H. Smith,	Town of Jamestown, County of Tuolumne, State of California.
C. M. Hamblin,	Town of Jamestown, County of Tuolumne, State of California.
C. H. Guild,	Town, of Jamestown, County of Tuolumne, State of California.

EIGHTH:- That the capital stock of said Corporation shall be One Million (\$1,000,000.00) Dollars, divided into Ten Thousand (10,000) Shares of the par value of One Hundred (\$100.00) Dollars each.

NINTH:- That the amount of the Capital Stock actually subscribed is the sum of Sixty (\$60,000.00) Thousand Dollars, and the same has been subscribed by the following persons, and in the amounts set opposite their respective names, to-wit:-

NAMES OF SUBSCRIBERS:	NUMBER OF SHARES:	AMOUNT SUBSCRIBED:
T. S. Bullock,	540	\$ 54000.00
S. D. Freshman,	15	1500.00
S. H. Smith,	15	1500.00
O. H. Hamblin,	15	1500.00
C. H. Guild,	15	1500.00

TENTH:- That before the filing of these Articles of Incorporation, there was actually subscribed to the capital stock of said Corporation, for each mile of the railroad intended to be constructed or purchased by said Corporation, the sum of One Thousand Dollars, and that there has been paid for the benefit of said Corporation to S. D. Freshman, the Treasurer elected by the subscribers, ten (10) per cent. of the amount subscribed.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 24th day of February, 1903.

Signed, Sealed and Delivered	T. S. BULLOCK	#####
	.....	SEAL#
In the Presence of	S. D. Freshman	#####
	.....	SEAL#
C. B. Cutting	S. H. SMITH	#####
	.....	SEAL#
F. E. Wood	O. H. GUILD	#####
	.....	SEAL#
	C. H. HAMBLIN	#####
	.....	SEAL#

We, T. S. BULLOCK as President and O. H. HAMBLIN as Secretary of the Board of Directors of the SUGAR PINE RAILWAY COMPANY, a corporation, do hereby certify and declare that the assent of Stockholders owning and representing more than two-thirds of, to-wit: the whole of the subscribed capital stock of such corporation to the amendment of the Articles of Incorporation of said SUGAR PINE RAILWAY COMPANY, has been duly made in writing, bearing date the 31st day of August, A. D. 1903. Also that a due and regular special meeting of the Board of Directors of said SUGAR PINE RAILWAY COMPANY was duly and regularly held at the office of said Corporation, in the Town of Jamestown, County of Tuolumne, State of California, on the 1st day of September, 1903, at the hour of 8 o'clock P. M., which said special meeting was duly and regularly called by the President and due and regular notice thereof duly and regularly given to each of the Directors of said SUGAR PINE RAILWAY COMPANY, by the Secretary thereof, as required by the By-laws of said Corporation, and by law.

That the object and purpose of said special meeting was fully set forth in said notice. That at said meeting by entire vote of its Board of Directors, it was voted to amend the Articles of Incorporation of said SUGAR PINE RAILWAY COMPANY, as assented to in writing, by Stockholders owning and representing more than two-thirds of, to-wit: the whole of the subscribed capital stock of said Corporation, as hereinbefore set forth, and that the Articles of Incorporation of said SUGAR PINE RAILWAY COMPANY were by said entire vote of said Board of Directors of said Company, and the written assent of Stockholders thereof owning and representing more than two-thirds of, to-wit: the whole of the subscribed

capital stock of said Corporation, were duly amended.

And we do hereby further certify and declare that the foregoing is a true and correct copy of said Articles of Incorporation of said SUGAR PINE RAILWAY COMPANY as thus amended.

IN WITNESS WHEREOF, we, T. S. BULLOCK as President, and C. N. HAMBLIN as Secretary of the Board of Directors of said SUGAR PINE RAILWAY COMPANY, have hereunto set our hands and the seal of said Corporation at the office of said Corporation, in the Town of Jamestown, County of Tuolumne, State of California, on this 2d day of September, 1903.

CORPORATE SEAL #
#####

T. S. Bullock

as PRESIDENT of the Board of
Directors of the SUGAR PINE
RAILWAY COMPANY.

C. N. Hamblin

as SECRETARY of the Board of
Directors of the SUGAR PINE
RAILWAY COMPANY.

THIS AGREEMENT, made and entered into this Eighth day of June, 1908, by and between the Sierra Railway Company, of California, a corporation duly organized and incorporated under and by virtue of the laws of the State of California, and having its office and principal place of business in the City and County of San Francisco, State of California, hereinafter called the Sierra Railway, party of the first part, and the Sugar Pine Railway Company, a corporation, duly organized and incorporated under and by virtue of the laws of the State of California, and having its office and principal place of business in the Town of Sonora, County of Tuolumne, State of California, hereinafter called the Sugar Pine Railway, the party of the second part,

WITNESSETH: For and in consideration of the mutual covenants and agreements herein contained, the parties hereto hereby contract and agree as follows:

I.

The Sugar Pine Railway shall have the right to use the railroad tracks of the Sierra Railway between the City of Sonora, County of Tuolumne, State of California, (hereinafter called Sonora) and the station as "Ralph" on the railroad of the Sierra Railway in the same county (hereinafter called Ralph) for a period of 25 years from this date for the purpose of hauling and transporting thereover, cars loaded, partly loaded or empty, but subject, however, to the stipulations hereinafter contained, and not otherwise.

The Sugar Pine Railway Company may haul or transport loaded cars of lumber or its products from Ralph to Sonora and empty cars between said stations.

For every loaded car of lumber or its products so hauled and transported from Ralph to Sonora, the Sugar Pine Railway shall pay to the Sierra Railway the sum of One Dollar but no charge shall be made for trackage on empty cars.

In June 1908, the Sierra and the Sugar Pine railway companies entered into an important 25-year trackage agreement. Among other provisions, it gave the Sugar Pine Railway the right to use the Sierra's track between Sonora and Ralph Station, and specified a fee schedule that differentiated between hauling full and empty cars. Fibreboard Corporation.

II

When tendered to the Sugar Pine Railway by the Sierra Railway, and free of charge to the Sierra Railway to the Sierra Railway, the Sugar Pine Railway shall haul from Sonora to Ralph all less than carload shipments destined to points on the Sugar Pine Railway, and shall haul from Ralph to Sonora all such shipments originating on the Sugar Pine Railway destined to Sonora on points beyond.

The regular tariff rates over the line of the Sierra Railway to or from Ralph on all such shipments so hauled in accordance with the provisions of this section, shall accrue to the Sierra Railway and be paid by the consignors or consignees thereof, to it.

III

Freight originating at San Francisco or Oakdale, or other points will be waybilled to Ralph at regular tariff rates, and less than carload shipments shall be held and consolidated at Sonora.

IV.

All switching at Sonora required to be done by the Sugar Pine Railway shall be done only under the direction of the superintendent of the Sierra Railway; and shall be at such times as shall not in any way interfere with the trains of the Sierra Railway. All movements of trains of and by said Sugar Pine Railway between Sonora and Ralph shall be under the directions of the Superintendent of the Sierra Railway.

V.

All cars shall be interchanged between the parties hereto under what are known as "Master Car Builders Rules", and not otherwise.

VI.

The Sugar Pine Railway shall pay to the Sierra Railway per diem on all cars from time of delivery from latter

company to former company till said cars are returned. Said delivery must be at Ralph, and return of cars must be at same point at which delivery was made.

Cars in possession of the Sugar Pine Railway to be loaded or unloaded at Sonora, shall be considered remaining in the possession of the Sugar Pine Railway while in the Sonora yard.

The per diem rules of the American Railway Association modified as provided in this section, shall govern as to the charge of per diem in all particulars, save that the per diem charge on the Sierra Railway's cars shall be maintained at 25¢ whether or not the charge on other cars be raised.

VII

Within ten days after the close of each month, The Sugar Pine Railway shall render to the Sierra Railway a complete detailed statement for the preceding month of all cars moving under this agreement showing loaded and empty cars segregated all other data necessary to enable accounting department to check same and make proper charges.

Bills for charges accruing hereunder are payable within ten days after such statements are rendered.

VIII

All transfer of freight from one car to another when received over the Sierra Railway to be forwarded over the Sugar Pine Railway, shall be made by the Sugar Pine Railway, at its own expense. All such transfer of freight on less than carload shipments and not otherwise, when received over the Sugar Pine Railway to be forwarded over the Sierra Railway, shall be by the Sierra Railway at its own expense.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be signed by their proper officers and their corporate seals to be affixed thereto the day and year first above written.

SIERRA RAILWAY COMPANY OF CAL.
T. S. Bullock, Pres.
SUGAR PINE RAILWAY COMPANY
D. H. Steinmetz, Pres.

44

Empire Store

1912

April 30

Fluoridus, "Hercules"	11	0.50	5.50
"Crown"	16	.50	8.00
Spool Tender's Mitts	12	1.50	18.00
Gauntlet	9	1.75	15.75
Short	28	1.50	42.00
Suits Blue	8	.60	4.80
Andersons Cotton Dobby	4	.50	2.00
" " " Y. Machine	14	1.00	14.00
" " " Egyptian	5	.50	2.50
Full Buckle	1	.50	.50
Wash Knits	8	0.20	1.60
Hendersons Blue	5	0.05	.25
" " " Red	17	0.05	.85
Stocks, Cotton 6 1/2	12 1/2		75.00
Laces, Luthen 3 1/2	10		30.00
" " " saw Lute 2 1/2	10		20.00
" " " Black 14 1/2	0.05		70.00
Ornelli	19 1/2	1.00	39.00
" " " Rib	5	1.15	5.75
Gold Wash Sub. dk.			75.00
Tobacco 5 1/2	86 1/2	10	850.00
" " " Durham	150	.05	7.50
" " " Red	66	.10	6.60
" " " Crown Leader	15	.10	1.50
" " " Prince Queen	123	.05	6.15
White Straw Paper	74	.05	3.70
Shuff	11	.05	.55
Shuff 1 1/2		.15	1.00
Shuff Pine Tar	76	.10	7.60
" " " Moss	91	.05	4.55
Tobacco, Crown cut	29	.10	2.90
Matches	36	.05	1.80
Lemonade Sugar	24	.25	6.00
Candles	42	.02 1/2	1.05
1 1/4 Mattress			4.75
2 Quilts			4.00
1 1/2 Firm Mattress			4.50
			5.50

This page from an inventory ledger was for the Empire store in 1912. Note the variety of tobacco products as well as specialty clothing items, such as Hercules and Crown suspenders, spool tender's mitts, gauntlet- and short-style gloves. Fibreboard Corporation

45

May 1	2 Box Bundles		35.10
	Stamps	2 ⁵⁰	6 -
		50	300 -
	Towels 24 @ 12 ⁵⁰		300 -
	Blue Linen Hints 18 @ 60 ⁵⁰		1080 -
	2 Batts Star Tobacco @ 12 ⁵⁰		2400 -
	Writing Tablets 12 @ 20 ⁵⁰		240 -
	Envelopes 20 @ 10 ⁵⁰		200 -
	Hungarian Nails 6 @ 15 ⁵⁰		90 -
	Drive calls 1 hr		50 -
	Coupon books page 236		34500 -
2	Quilts 6 @ 2 ⁵⁰		12 -
	Blankets "Washington" 3 @ 25 ⁵⁰		750 -
	" " "Hawaii" 3 @ 45 ⁵⁰		1350 -
	Cigars 20 @ 10 ⁵⁰		2000 -
	"Hummels" 1 President		
3	Victoria Mercies Andromeda 16 per		16 -
	1 Bale Durham Tobacco		2160 -
	1 Hb Army Shirts "6		3 -
	1 Bale Union Label Tobacco		1440 -
4/10	T. Fin Allen		
	1 Hb Smathers		450 -
	2 Quilts		2 -
	2 Hb Hawaii Blankets		9 -
	2 Towels		25 -
	Coupon books issued to		
	Gold Spring from on H. lot page 216		58 -
4 4109	Coupon Books on H. page 216		1175 -
	Stamps		9 -
	1 Hb 10th floor		150 -
	1 tin wash basin		20 -
			1500 -

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1912

May 6	4112	12 spec Ale Cattle @ .40	4.80	
		Coupon books issued to both firms		
		man. & p. May 236	25 -	
7	4113	1 doz 2 nd Big Candy @ .25	5.00	
		1 doz 3 rd Peanut Candy @ .25	8.75	
		6 boxes Owl Cigars @ .05	30.00	
		2 "President" - - @ .10	10.00	
		2 "Standard" - - @ .10	10.00	
		3 doz Root Aches @ .25	9.00	
		2 "Cotton" 2/4 @ .25	3.00	
7	4114	del'd to Jim Perine at Empire 6/2/12		
		1 doz Crackers	40	
		2 cans divided Ham	20	
		1 can Corned Beef	20	50
		1 lb. S. H. Measchel		
		1 each flour	1.90	
9	4115	1/4 Butter 1/2 @ .5	7.00	
		By Remittance to Empire		105.10
10	4116	1 Cattle Snuff 12 doz @ .60	6.20	
		1/2 doz Cotton shirts @ .60	3.60	
		3 tooth brushes @ .25	75	
		4 tooth Paste @ .25	1 -	
		3 doz Paper Handkerchiefs	9 -	
10	4117	1/2 doz small bottles ink @ .10	.60	
		1 doz pen nibs in charge		
		1 pr. "8 Army Shoes	3.50	
		1 pr. "6 Walk over shoes	4.00	
		5 Rubber combs @ .30	2.50	
		1 doz J. K. Hungarian nails @ .25	1.80	
		1/2 " " Pine 2 1/2 @ .30	3.00	
		1/2 " " Galv. nails @ .30	3.00	
		1 doz Xmas pipes @ .40	4.80	
		1 " " " @ .30	3.60	
			156.45	105.10

1912						
May	11	4119	6 pkts shoe tacks @ .15 ^c		90	
			2 " snow cells @ .50 ^c		1 00	
			1 tin matches		3 00	
			6 boxes @ .50 ^c		3 00	
		4119	Coupon Book #15720 to L. & L. H. H. H. H.		2 00	
	11	4120	" #15725 " L. & L. H. H. H. H.		3 00	
			39 pkts. overalls @ 1 st		33 00	
	13	4121	124 Timpers @ 1 st		16 10	
			52-1/2 doz. overalls @ 1 st		59 80	
		4122	groceries to L. & L. Adams	Pd	295	
	18	4123	To L. & L. Adams			
			2 cans Tomatoes	.40		
			2 cans Corn	.30		
			1 doz eggs	.30		
			5 th Hens	.25		
			Hens	.25		
			2 cans salmon	.40	190	
			16 pkgs gum @ .05		80	
			2 Batts Star Tobacco		24 00	
			To L. & L. H. H. H.			
			1 st green tea	Pd	80	
	15	4124	To H. H. H. H. H.			
			groceries	Pd	620	
	16	4125	1 doz Tiger Root Matches @ 1 st		12 -	
			2 doz cans Mince Leader @ .50		12 -	
			6 " pkts Mince Leader @ .10		720	
			6 " Tins Mince Albert @ .10		720	
			2 " " " @ .10		240	
			8 " " " @ .10		960	
			1 drum Tinned Fruit 12 th @ .60		720	
			6 doz Soft Tens @ .25		18 -	
			4 " Ketchup @ 2 for .25		6 -	
			4 " " " @ .25		12 -	
			12 " pkts. Soda @ .10		1440	
			3 " " " @ .60		2160	
					5245	125 10

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1912

May 16	4125	1 doz canvas gloves 2-15	45	0	
		3 " Small Tablets 2-10	180		
		3 " Large 1-15	540		
		For Mr. Childers			
		1 pkt Soda	15		
17		To Cold Spring Boarding House			
		Salts as Mr. Page No. 207	4129	1490	
		By Sundries			
		Mr. Page 174			180
		By Remittance	4129		15395
17	4126	1 M 8 1/2 Cutler boots	8	-	
		4 M "32 Vicinia Trainers	4	-	
		1 M "3 1/2 Walker shoes	425		
		300 15 Stumps	3	-	
		100 20 " "	2	-	
		3 doz small Writing Tablets 100	360		
		3 doz Large " " 100	360		
4127		1 M United Walker shoes	4	-	
		For G. J. Hinchel			
		1 box 32 Quail shells	85		
		1 " 25 35 " " "	80		
4128		1 doz Towels 25	3	-	
		2 " " 12 1/2	3	-	
		2 " M gloves 2-15 4126	36	-	600
		1 " " Gamut 2-15	21	-	
		1 " Pocket books 2-25	3	-	
		1 box Laundry Soap 2-05	5	-	
20	4130	Coupon book to G. J. Hart 16148	2	-	
		For R. Stone			
		1 fishing pole	175		
		1 " line	15		
		1 " reel	85		
		2 pkgs fish hooks	20		
		1 can Old Dutch cleaner	15		
		Stomachic 1 can milk	525		
		15 coupon books 15 = 10736-18750	7500		
			57		

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1912

May

20	4131	6 pkts Brass shoe nails @ 10 ^c		2 50	
		20 - envelopes @ 10 ^c		60	
		12 cakes shaving soap @ 10 ^c		2 -	
		1 Little Pearl Soap	R.	1 20	
	4132	6 bottles witch hazel @ 35 ^c		1 25	
		6 hydrogen peroxide @ 35 ^c		2 10	
		2 Cotton sheets @ 60		2 10	
21	4133	1 lb. B & B. shoes as to date	R.	1 20	
		6 "1 Lamp Stimmers @ 15 ^c		6 45	
		6 "2 " " " @ 15 ^c		90	
	4134	1 pt. 1/2 g Army shoes		90	
				3 50	
23	4135	9 Brass Grom. 5 pkts @ 10 ^c		9 -	
24	4136	1 lb. Min. Lard @ 10 ^c			
		9 White Stones @ 10 ^c		14 40	
		1 bucket But Butter 15 ^c @ 30 ^c		90	
		1 " " " " " 40 ^c @ 20 ^c		4 50	
				8 00	
4137		1 pt. B & B. shoes 3/4		4 50	
		3 Brass Shoe Lugs 10 pkts @ 10 ^c		3 00	
By Assistance			4141	107 80	
4138		1 pt. Combination Oil.			
		1 can Baking Powder	} P	50	
		40 th Candy ch. @ 20 ^c add 05 pkts.		50	
		2 nd Candy for Bill @ 30 ^c	P.	2 00	
				60	
25	4139	For S. Lawrence as to 4/2	P.	6 80	
		For W. Hill 1 lb. Playing Card	P.	25	
4140		For S. Lawrence as to 4/2	P.	1 40	
		For W. Hill 1 lb. Playing Card	P.	1 25	
		12 cans Barbuck @ 20 ^c		2 40	
		12 Red Bug gum @ 10 ^c		1 20	
		1 lb. Bit bracks		1 15	

50

1912

May

4142	B. T. Kaur Biquar	350 0 10	273	35 -
27 4142	56 Jumper		1 15	
	5 Hines Bushings & Chocolate	10 doz 0 05	6 00	
	1/2 doz Milk Rooms	0 30	3 00	
	50 Robert Burns Cigars	0 10	5 00	
	500 Owl Cigars	0 05	25 -	
	100 West Shore Papers		5 -	
	1 tin Matches		3 -	
	300 01° Hamps		3 -	
	150 02° - - -		3 -	
28 4143	2 doz Towels	0 12 1/2	3 -	
	1 M. Lenoa Cloth		4 -	
29 4144	2 pkgs Gold Dust	0 35	70	
	1 Box Lava Soap		10 -	
30 4145	1 Bunt Star Tobacco	0 50	12 -	
	1 pk. W. T. Army Cloth		3 50	
	1 1/2 doz Shoe nails	0 10	1 80	
	To Cold Spring Boarding House			
	Smidries w. J. Page	207 4151	22 40	✓
	By Smidries			
	as J. Page	174 4151		5 25
4146	Groceries for Komarinski	at 146 P.	17 60	
31 4147	3 Box holders	0 10	30	
	2 doz Iron nits	0 10	20	
	6 doz pencils	0 05 each	360	
	21 " pens	0 05	12 60	
	3 " gut leaders	0 10	3 60	
	1 " felt shoes	0 10	1 20	

278 - 4 00

Supervisor's copy.

ST.
Stanislaus Sales, Standard
Lumber Company - 6/29/11.

1. This tract is the NE 1/4 of the NW 1/4 of Section 13, T. 3 N., R. 17 E., M. D. M. (surveyed land), and lies about one mile south east of the Empire Mill. It is included in the Empire Mill logging unit, being one of a few isolated Government "forties" that are surrounded by Standard Lumber Co. land that is logged from Empire.
2. There are no claims, patents, buildings, rights of way, etc., on this tract.
3. There are no old cuttings on this area.
4. The area lies on Dodge Ridge with a general slope of both east and west. About 65% of the area is lava bluffs and ridge with no tree growth on it. The western 35% of the "forty" has tree growth and is the area that will be described. (See map for location of lava area). The area is smooth, rolling, and easy to log. It has two shallow dry gulches running through it in a north-westerly direction. The area has a NW, SW and nearly West exposure and a slope that varies from 15% to 40%.
5. Soil is a deep, moist, sandy loam and is not liable to erode.

-1-

The following pages are an example of a Forest Service timber sale document from 1911. This includes a timber sale report describing the sale area, timber volume and quality estimates, estimated cost for the applicant to log the land, suggested stumpage rates and a sale area map. The Timber Sale Agreement, form 202, details the logging requirements imposed on the buyer by the Forest Service. The Forest Service Report of Timber Cut, form 820, was completed at intervals throughout the life of the timber sale; the one included here is the final report from which the company's final payment to the government was calculated.

USDA, Forest Service, Stanislaus National Forest

6. The reproduction is good on the area, occurring in groups and singly throughout the timbered portion of the area. All species are represented but the fir reproduction predominates. Toward the south end of the "forty" there is a dense thicket of fir reproduction and young stuff with a scattering of sugar pine and yellow pine throughout. At the north end of the "forty" the yellow pine and sugar pine reproduction occurs scattered but plentiful. The ground cover is sweet birch, wild cherry, manzanita, and snow brush, with very little bear clover and fern. The wild cherry and sweet birch occur in dense patches on the area between the two gulches and prevents reproduction to a large extent.

7. The species occur for the most part in groups, sugar pine, yellow pine, white fir and incense cedar being represented, although a few of these species occur scattered singly throughout the area. Sugar pine predominates with yellow pine and white fir next. About 70% of the timber is mature and the major part is fire scarred at the butts. Very little diseased timber on the tract and a very small amount of dead timber. The sugar pine and yellow pine are the most desirable species but a large amount of these species is mature and over-mature and some badly fire scarred.

8. The tract lies about one mile south east of Empire Mill owned by the Standard Lumber Co. The company has a chute running through the NW 1/4 of the NW 1/4 of Section 13 which

brings logs to the company's railroad where they are hauled about 1/4 mile to the Empire sawmill. The logs are sawed into lumber at Empire Mill and the lumber hauled by railroad to Sonora, distance 23 miles.

The cost of logging, including the cost of getting the timber from the woods to Sonora is as follows:

	<u>Per M.</u>
Cost of chute construction - - - - -	.90
Cost of felling and bucking- - - - -	.75
Cost of yarding and hauling to mill -	2.25
Cost of brush piling - - - - -	.15
Interest and repair on logging equipment	.70
Milling- - - - -	1.50
Transporting from mill to Sonora - -	1.50
Interest on investment, mill, cars, locomotives, etc.- - - - -	.25
Taxes and insurance on equipment - -	<u>.25</u>
Total	8.25

The following prices are received for lumber at Sonora:

Up to 20' long, not over 12" wide.

Rough, Com, fir or yellow pine - - - - -	\$16.00	per M.
" S 1 S " " " " - - - - -	18.00	" "
" S 2 S " " " " - - - - -	19.00	" "
# 1 & 2 clear yellow or sugar pine, not over 12" wide - - - - -	60.00	" "
# 1 & 2, between 14" and 20" wide, - - - -	70.00	" "
# 1 & 2, over 20" wide, - - - - -	80.00	" "
(Surfacing same as above for common lumber)		

Over 20' long and up to 36'

Rough, com, fir & yellow pine (mostly fir)	20.00	" "
--	-------	-----

Timbers, scantlings, etc., over 2" wide:

Rough, up to 24' in length - - - - - \$16.00 per M. EM
 Rough, over 24' in length, \$1.00 for
 every additional 2'.

Cedar.

Com., 1 & 2" planks - - - - - 22.00 " " "

The tract will not become more accessible than at the present time as the Standard Lumber Co. is logging in the immediate vicinity and when their operations are closed at Empire Mill this area will become one of a few isolated "fortions" throughout the logged over land owned by the Standard Lumber Co.

9. The reliability of the applicant is good. The Standard Lumber Company is incorporated in the State of California, with main offices at Sonoma, California. No bond required. No special uses required. Length of cutting and milling season is 6 months. The labor used would be the same as is now used on their own logging operations at Empire Mill. One Forest officer is necessary to scale and supervise the cutting.

10. Sugar pine and yellow pine should be favored whenever possible and a diameter limit of 24" used for these two species in marking. Diameter limit of 20 inches should be used for incense cedar and white fir. Since some of the trees are fire scarred at the butt the diameter limit should not be strictly adhered to. All brush should be piled, the piling to follow closely behind logging operations.

11. The sale should be made as the area is one of a few isolated forties that are surrounded by land owned by the Standard Lumber Co. The company will finish logging operations at Empire Mill at the end of 1912 and this isolated forty would then become inaccessible for logging as it would not pay any one but the company to log it. The method of logging will be similar to that used at present at Empire Mill, bringing logs to railroad by chute and hauling 1/4 mile by rail to the mill. The logs should be loaded in the woods as both Government logs and company logs will go to the mill at the same time. The brush should be piled, following closely behind the logging operations, and should be burned this Fall. The diameter limit of 24" for sugar pine and yellow pine and 20 inches for white fir and cedar should not be strictly adhered to as many of the trees are fire scarred and are deteriorating very fast. When necessary these fire scarred trees below the diameter limit should be cut.

The set usage rates to be charged for green timber are as follows:

Sugar pine - - - - -	\$3.00	per M. BM.
Yellow pine - - - - -	2.50	" " "
Incense cedar - - - - -	.75	" " "
White fir - - - - -	.75	" " "

For all merchantable dead timber .75 " " "

Respectfully submitted,

J. W. Wulff
Forest Assistant.

1911 FOREST SERVICE TIMBER SALE DOCUMENT

ESTIMATE SHEET

Supervisor's copy.

Form 578b
(Revised January, 1908)UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE

Standard Lumber Company

Timber Sale. Percentage Estimated 28

6/29/11

Stanislaus

National Forest. System Used Strip

Location of Tract NE 1/4 of NW 1/4 of Section 13, T. 3 N., R. 17 E., M. D. M.

Compartment

SPECIES (Check List names).	Sugar Pine	Yellow Pine	White Fir	Incense Cedar		TOTALS.
Approximate diameter limits, if any.....	24	24	20	20		
Average total height of trees.....	165	175	160	120		
Average diameter of trees.....	40	38	32	34		
Average number of trees per acre.....	3.2 Per cent of total 34	1.7 Per cent of total 16	2.5 Per cent of total 23	1.9 Per cent of total 20	9.4 Per cent of total 100	
Average stand, feet b. m., per acre.....	11,365	6,977.5	6,050	2,120		26,512.5
Total stand, feet b. m.	150,110	97,635	84,700	29,680		371,175
Green cordwood, if any.....						
Merchantable dead timber, feet b. m.						
Merchantable dead timber, cords, if any.....						
Other material, per acre.....						
Other material, total.....						
Seedlings less than 5 feet high, per acre.....	60 Per cent of total 12	80 Per cent of total 16	300 Per cent of total 50	65 Per cent of total 13	505 Per cent of total 100	
Trees between 5 ft. high and 8 in. d. b. h. per acre.....	3 Per cent of total 15	3 Per cent of total 15	12 Per cent of total 60	2 Per cent of total 10	20 Per cent of total 100	
Number trees per acre above 8 in. d. b. h. to be left.....	2 Per cent of total 12.5	4 Per cent of total 25	7 Per cent of total 43.7	3 Per cent of total 18.8	16 Per cent of total 100	
Total number feet b. m. per acre to be left.....	1250	763	665	233		2906

Total acreage within tract.....40.....; of burns.....; out-over land.....; of woodland containing nonmerchantable timber.....; merchantable forest.....14.....
 Estimated by *J. W. H. [Signature]* Title Forest Assistant, [over]

INSTRUCTIONS FOR PREPARING ESTIMATE.

Estimate.—Always estimate the timber upon a definite cutting area recommended and shown on the map. An average for any large area of which this tract forms a part is insufficient. If uncertain conditions of sale or differences between the Forest officer and the applicant make it likely that the area recommended may be extended or reduced, then estimates for both the larger and the smaller areas are required; otherwise the cutting area should be fixed and estimated without reference to other lands. Where applications for adjoining timber are expected, and where the whole body could be most economically examined at one time, the work of estimating may with advantage include a large area, so that subsequent sales may be made without further examination. In such cases the estimate of the cutting area covered by the present application must be kept separate and an estimate and report submitted for each area which comprises a natural logging operation. The same methods should be followed in estimating large bodies of timber which are to be sold at once, when estimates should be made of each compartment or body of timber. Whenever the forest on different compartments requires different treatment or different stumpage prices, the details of the estimate and report should show the reasons.

When there is more than one forest type within a cutting area or compartment, the estimate must be based upon separate estimates in each type. When the application does not include all the merchantable timber on the cutting area, the Forest officer must submit an estimate of the merchantable timber which will be left after logging. This estimate should include seed trees, young timber which it is inadvisable to cut, and timber of sizes or species not desired by the applicant and which can properly be left.

The work of estimating should be done as carefully as conditions will allow. Only in the largest sales may less than 5 per cent of the total area be actually estimated, and wherever possible a much larger percentage should be taken. Estimates should be conservative, but overcuts should not ordinarily be more than 10 per cent of the estimated amount of the sale.—*The Use Book*, pp. 78 and 79.

ORIGINAL

Form 202, Pages 1 and 2
(Revised May, 1905)UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE

TIMBER SALE.

June 29th, 1911.

Stanislaus

National Forest.

We

The Standard Lumber Co., a corporation organized and ex-

(If we)

(If copartnership "We,"

and

isting under the laws of the State of California, having an office

partners doing business under the firm name and style of

and principal place of business at Sonora, California

(If corporation: "A corporation organized and existing under the laws of the State (or Territory) of

, having an office and principal

place of business at

of Tuolumne County

State of

California

, hereby apply to

purchase

("In accordance with my or our, not submitted in pursuance of the notice of sale of certain timber in the

National Forest, duly

given by publication as required by law " if sale has been advertised. If private sale, "at private sale, certain timber within the

National

Forest,

duly advertised for sale in the

, a newspaper of general circulation in the State

for Territory) in which said Forest exists by notice published for not less than thirty days before

, in

Said timber is "1

all the merchantable dead timber standing or down; the live timber

(the merchantable dead timber standing or down; all the live timber marked for cutting by the Forest officer, etc.)

marked for cutting by the Forest officer.

located on an area to be definitely designated by the Forest officer before cutting begins in the NE 1/4 of

(Give approximate location

the NW 1/4 of Section 13, Township 3 North, Range 17 East, M. D. M.

and describe by relation to some well-known landmark, stream, etc. Give also legal subdivision, if surveyed, and approximate legal subdivision, if unsurveyed)

estimated to be 159,110 feet B. M. of sugar pine; 97,685 feet B. M. of yel-
(Give quantity, species, and material)
low pine; 84,700 feet B. M. of white fir; and 29,680 feet B. M. of in-
cense cedar.

If this sale is awarded to us we do hereby, in consideration of the sale of this timber to First National Bank of San Francisco, California, Pacific Agent, Forest Service, at Washington, D.C., (U. S. Depository), or such other depository as shall hereafter be duly designated by the United States, in final agreement, to be placed to the credit of the United States, the sum of Eight Hundred Seven and 32/100 Dollars, more or less as may be determined by actual scale,

for the timber at the rate of not less than \$3.00 per M. BM. for Sugar pine; \$2.50 per M. BM. for Yellow Pine; \$.75 per M. BM. for White Fir and \$.75 per M. BM. for Cedar; and \$.75 for all merchantable dead timber.

in advance payments of at least the total amount Dollars (\$ 807.32)

each when called for by the Forest officer in charge \$50. being forwarded to the First National Bank of San Francisco with this application to cover cost of advertising, this amount to be placed to my (or our) credit if I am (or we are) the successful bidder, or refunded if my (or our) bid is rejected" in application for advertisement, this amount to be placed to our credit if we are the successful bidder or refunded if our bid is rejected.

U. S. Depository or officer as aforesaid credit being given for the sums, if any, heretofore deposited with the said First Agent in connection with this sale.

And we further promise and agree to cut and remove said timber in strict accordance with the following and all other regulations governing timber sales prescribed by the Department of Agriculture:

1. Timber upon valid claims and all under contract is exempted from this sale.
2. No timber will be cut or removed until it has been paid for.
3. No timber will be removed until it has been scaled, measured, or counted by a Forest officer.
4. No timber will be cut except from the area specified by the Forest officer. No live timber will be cut except that marked or otherwise designated by the Forest officer.
5. All merchantable timber used in buildings, skidways, bridges, construction of roads, or other improvements will be paid for at the contract price.
6. All cutting will be done with a saw when possible.
7. No unnecessary damage will be done to young growth or to trees left standing, and no trees shall be left lodged in the process of felling. Unmarked trees that are badly damaged during the process of logging will be cut if required by the Forest officers, and when such damage is due to carelessness, the trees so injured will be paid for at twice the price fixed by this agreement.

8. The approximate minimum diameter limit at a point 4 1/2 feet from the ground to which living trees are to be cut is 24 inches for Sugar & Yellow Pine 20 inches for White fir and Cedar but trees above these diameters may be reserved for seed or protection, and merchantable trees below these diameters may be marked at the discretion of the Forest officers.

9. Stumps will not be cut higher than 18 inches—lower when possible—and will be so cut as to cause the least possible waste.

10. All trees cut will be utilized to a diameter of 10 inches in the tops—lower when possible—and the log lengths so varied as to make this possible.

11. Tops will be lopped and all brush piled compactly at a safe distance from living trees, or otherwise disposed of, as directed by the Forest officers.

12. Unless extension of time is granted, all timber will be cut and removed on or before and none later than August 15th, 1911 and at least all timber will be paid for, cut, and

removed on or before August 15th, 1911, and at least of the remainder of the estimated amount during each year of the remaining period

13. Timber will be scaled by Scribner rule, Decimal C, or counted or measured as prescribed in "The Use Book" or specifically provided in the agreement, and, if required by the Forest officer, will be piled or skidded for scaling as directed by the Forest officer.

1911 FOREST SERVICE TIMBER SALE DOCUMENT

Form 202, pages 3 and 4
(Revised May, 1908)

14. All marked trees and all dead timber sound enough for lumber of any merchantable grade of timbers, or ~~cordwood~~ shall be cut. Unmarked living trees which are cut, marked trees or merchantable dead timber left uncut, timber wasted in tops, stumps, and partially sound logs, trees left lodged in the process of felling, and any timber merchantable, according to the terms of this contract, which is cut and not removed from any portion of the cutting area after logging on that portion of the cutting area is completed, or is left within the National Forest after the expiration of this agreement, shall be scaled and paid for at double the agreed contract price.

15. During the time that this agreement remains in force, ~~we~~ ^(I or we) and all ~~cut~~ ^(my or our) employees, subcontractors and employees of subcontractors will, ~~without any charge or expense whatever to the Forest Service,~~ do all in our power, both independently and upon the request of Forest officers, to prevent and suppress forest fires.

16. So far as is reasonable all branches of the logging shall keep pace with each other, and in no instance shall the brush disposal be allowed to fall behind the cutting, except when the depth of the snow or other ~~irregular~~ reason makes proper disposal impossible, when the disposal of brush may, with the written consent of the Forester or of the Forest Supervisor, be postponed until conditions are more favorable.

17. We agree, unless prevented by circumstances over which we have no
(Insert special conditions, if any, relating to camps, dams, roads, skidways, log chutes, scaling, etc.)

X control, to place ourselves, our employees, sub-contractors and employees of sub-contractors at the disposal of any authorized Forest officer for the purpose of fighting forest fires on the sale area or in its vicinity with the understanding that, if the fire does not threaten our property or the area embraced in this agreement we shall be paid for services so rendered unless we are directly or indirectly responsible for the origin of the fire.

18. The maximum scaling length for all logs shall be 16 feet; greater lengths shall be scaled as two or more logs. Upon all logs 36" in diameter and under, 4 inches, and upon all logs above 36" in diameter, 6" additional length will be allowed for trimming. Logs over-running more than the specified length shall be scaled as if two feet longer.

19. All engines and locomotives used in logging on the National Forest shall be equipped with efficient spark arresters.

20. Camps, roads, dams, bridges, chutes, etc., required for temporary use shall be located as agreed with the Forest officer in charge and constructed with care for the interests of the National Forest.

21. If material suitable for saw-timber in the judgment of the Forest officers is used for cordwood it shall be scaled and paid for at the same rate as if used for saw-timber.

22. In scaling yellow pine and sugar pine logs, logs of all lengths down to and including 8 feet shall be considered merchantable. In all other species, logs of all lengths down to and including 10 feet shall be considered merchantable. This clause simply defines merchantable logs as based upon length and does not take into account defects or crooks which of course may exclude a log of any length from the merchantable class.

23. The title to the timber included in this agreement shall not pass to the purchaser until it has been paid for and scaled, counted or measured as herein provided.

24. Donkey rigging will, when possible, be slung to stumps and marked trees, and only grab-hooks will be attached to unmarked trees.

1911 FOREST SERVICE TIMBER SALE DOCUMENT

The title to the timber included in this contract shall not pass to the purchaser until it has been paid for and scaled, counted, or measured as herein provided.

The decision of the Forester shall be final in the interpretation of the regulations and provisions governing the sale, cutting, and removal of the timber covered by this contract.

Work may be suspended by the Forest officer in charge if the regulations contained in this agreement are disregarded, and the violation of any one of said regulations, if persisted in, shall be sufficient cause for the Forester to revoke this agreement and to cancel all permits for other privileges.

No Member of or Delegate to Congress is or shall be admitted to any share, part, or interest in this agreement, or to any benefit to arise thereupon. (See sections 3739 to 3742, inclusive, Revised Statutes of the United States.)

No person undergoing a sentence of imprisonment at hard labor can be employed in carrying out the terms of this contract. (See Executive Order, May 18, 1905.)

Refund of deposits under this agreement will be made only at the discretion of the Forester, except when the amount of such deposits is more than the value of the timber on the cutting area covered by this agreement.

This contract is nonassignable. (See section 3737, Revised Statutes of the United States.)

The conditions of the sale are completely set forth in this agreement, and none of its terms can be varied or modified except with the written consent of the Forester Supervisor
(“or the Supervisor” in Supervisor’s sales)

No other Forest officer has or will be given authority for this purpose.

And as a further guarantee of a faithful performance of the conditions of this agreement, _____
(I or we deliver

No bond required.

herewith a bond in the sum of \$ _____, which bond together with)

all moneys paid or promised under this agreement upon failure on _____ part to fulfill, all and singular,
(my or our)
the conditions and requirements herein set forth, or made a part hereof, shall become the property of the United States as liquidated damages and not as penalty.

Signed in duplicate this 30th day of JUL, 1911.
(Same date as bond)

*Witnesses:

(Corporate seal, if corporation)

STANDARD LUMBER CO.

(Signature of purchaser) (See Note)

(Signature of purchaser)

Approved under the above conditions, JUL 1 - 1911, 190

(Signature of approving officer)

Forest Supervisor

(Title)

*Signature of two witnesses required if sale is over \$100.

Note.—

If contracting party is a copartnership, form of signature should be { X Y Z COMPANY,
y JOHN DOE,
A Member of Firm.

If contracting party is a corporation, form of signature should be { X Y Z COMPANY,
By JOHN DOE,
President (or other officer or agent).

Form 820

Supervisor's copy.
 UNITED STATES DEPARTMENT OF AGRICULTURE
 FOREST SERVICE
 AUG 19 1911
 Copy sent Ranger-8/16

REPORT OF TIMBER CUT

This case is closed.

Standard Lumber Co.

Timber Sale.

6/29/11 Stanislaus National Forest,
 (Designation of sale.)
 for Period from July 6 to July 22, 1911.
 (Give period covered by this report.)

Reports on this form will be made in duplicate. One copy will be kept in the files of the Supervisor's office; the other will be sent by the Supervisor to the Forester. In sales of over \$100 reports will cover periods of one, two, three, or four weeks, as may be required by the Supervisor. The period will in every case end with Saturday. These reports may be omitted when work stops for some time, as in winter. In sales of \$100 or less reports will not be required by the Forester until all the timber involved in the sale has been cut. A copy should be retained by the scaler.

DESCRIPTION.	TIMBER SCALED.	No. OF PIECES.	QUANTITY.	@	VALUE.	No. of Last Log scaled.
Species Yellow Pine	Reported to July 22 (Date.)	141	70 610	2.50	176 53	141
Material Sawlogs.	Since last report.	---	---	--	---	
Green or dead Green	Total to date	141	70 610	2.50	176 53	141
Species Sugar Pine	Reported to July 22 (Date.)	198	107 820	3.00	323 46	198
Material Logs.	Since last report.	---	---	--	---	
Green or dead Green	Total to date	198	107 820	3.00	323 46	198
Species White Fir	Reported to July 22 (Date.)	180	67 250	.75	50 44	180
Material Logs.	Since last report.	---	---	--	---	
Green or dead Green	Total to date	180	67 250	.75	50 44	180
Species Cedar	Reported to July 22 (Date.)	95	23 400	.75	17 55	95
Material Logs.	Since last report.	---	---	--	---	
Green or dead Green	Total to date	95	23 400	.75	17 55	95
Species Dead & down	Reported to July 22 (Date.)	40	17 990	.75	13 49	40
Material all species.	Since last report.	---	---	--	---	
Green or dead	Total to date	40	17 990	.75	13 49	40
Species	Reported to (Date.)					
Material	Since last report.					
Green or dead	Total to date					
Total.					581 47	

8-529

1911 FOREST SERVICE TIMBER SALE DOCUMENT

1. Has every piece of this timber been scaled and stamped? Yes
2. Has all of this cordwood been measured and stamped? No cordwood
3. Are the boundaries of the cutting area clearly outlined and marked? Yes
4. Has the timber been marked according to the terms of sale? Yes
5. Have any unmarked trees been cut? Yes
6. Are all marked trees being cut? Yes
7. To what height are stumps being cut? 18"
8. To what diameter are the tops being used? 10"
9. Has any timber more valuable for other products been cut into cordwood? No
10. Has any timber or wood been utilized for purposes not stated in the agreement? No
11. Has any merchantable timber been used for camps, bridges, or road material; and if so, has it been scaled and reported? No
12. Is all brush and debris being disposed of with diligence and according to the terms of sale? Yes
13. Has any unnecessary damage been done to standing trees or young growth? No
14. Is all practicable precaution against fire observed? Yes
15. If cutting is not in progress, give reason for the suspension: All timber cut and re-moved from area
16. How many men are employed under the sale at present? - - - - -
17. Are they committing any trespass or disorder? No
18. Give separately the approximate amounts of timber cut or wood now on the ground not scaled None and scaled None
19. Has the purchaser failed to observe any terms of sale or instructions of the Forest officers? No
20. Do you recommend that this case be closed? Yes With or without refund? With

J. W. Wulff
(Signature of officer making report.)
Forest Assistant.
(Title.)

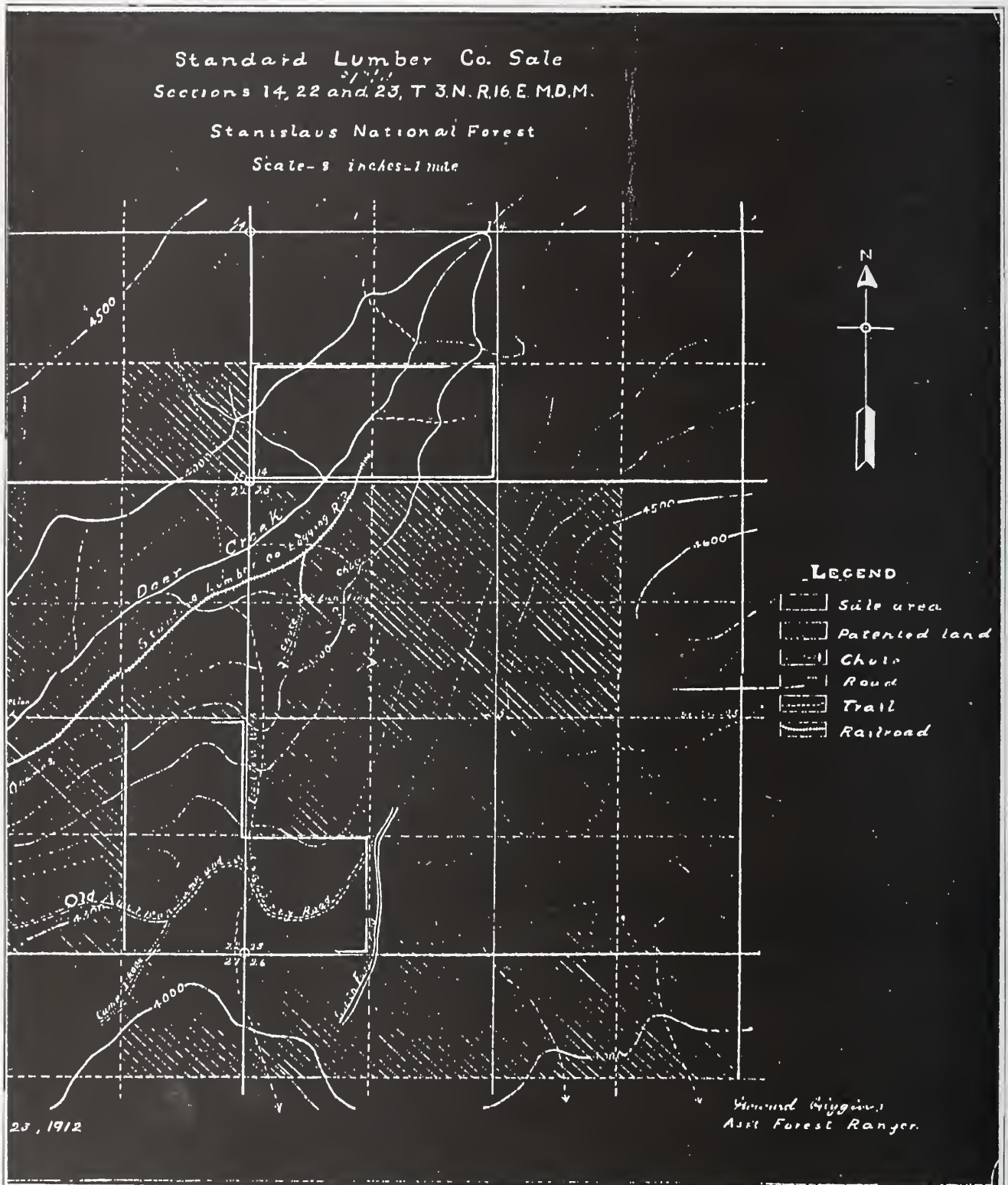
Approved July 22, 1911.

R. B. Lins
(Signature of approving officer.)
Acting Forest Supervisor.
(Title.)

8-529

(PAYMENTS SHOULD BE CHECKED BEFORE SUBMITTING THIS REPORT TO THE FORESTER.)

1912 TIMBER SALE MAP



This Forest Service map for the Standard Lumber Company timber sale designated May 17, 1912 in the Deer Creek area shows the location of the chutes constructed to meet the railroad.
USDA, Forest Service, Stanislaus National Forest

Alignment Map
of the

SUGAR PINE RAILWAY.

Tuolumne Co., Cal.

SCALE: 400 ft. to 1 in.

State of California } ss.
County of Tuolumne }

We the undersigned officers of the Sugar Pine Railway Company, do hereby certify that to the best of our knowledge and belief, this is a true and correct map of the Sugar Pine Railway.

Attest:

W. H. Newell
Secretary.

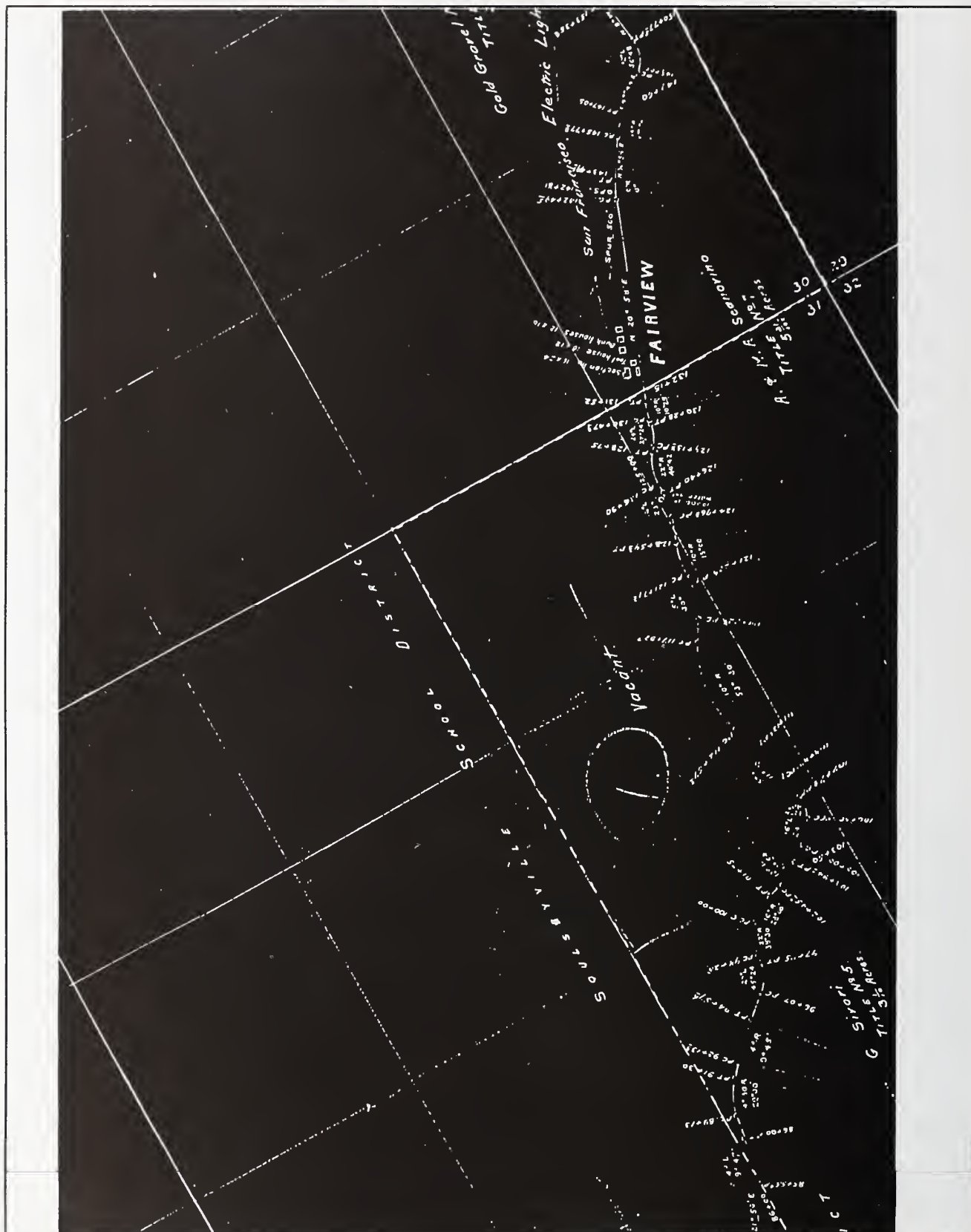
W. H. Newell
President.

W. H. Newell
Chief Engineer.

Subscribed and sworn to before me
this 15th day of December 1913.

Eric J. Segerson
Notary Public in and for the County
of Tuolumne, State of California.

This sample from the Sugar Pine Railway's alignment map was probably an attachment to the company's 1913 inventory and appraisal of its physical properties. This detailed report had been required by the state railroad commission. Fibreboard Corporation







FORM No. 1. (L. C. C. Acct. No. 2.)
CALIFORNIA RAILROAD COMMISSION
PHYSICAL VALUATION OF STEAM RAILROADS
RIGHT OF WAY AND STATION GROUNDS

Sheet No. 1 of 1
 Valuation as of June 1913
 Filed 1913
 Office San Francisco
 Date Compiled Oct. 1913

"Present Market Value" means average present market value of abutting lands.
 "Present Railroad Value" means estimated cost of building "new" for railroad purposes.
 Base just property ownership and includes proportion and interest for each owner.

Name of Owner Sugar Pine Ry. Co.
 Operating Company Same
 Division One County Lodi
 From Ralph To Bay Area
 Miles Main of 1.4 Branch Line

LOCATION Engineer's sta. or mile post From— To—	City or town	DESCRIPTION OF TRACTS	Right of way, acres	Station grounds, acres or sq. ft.	ORIGINAL COST		PRESENT MARKET VALUE		PRESENT RAILRG.	
					Per acre or sq. ft.	Total	Per acre or sq. ft.	Total	Per acre or sq. ft.	Total
Zero End Lodi		Right of Way 100' wide 121.12					25.00	31028.00	150.00	12.1
Eureka Camp "		Right of Way 100' wide 121.12		2.66			25.00	66.50	200.00	
Middle Camp.		" Site		15.46			25.00	386.50	200.00	3
Ralph.		Oil Tank Site		0.14	140.00	1960	25.00	350	200.00	

3484.20 15

This 1913 report on the value of the Sugar Pine Railway's physical assets provides a snapshot of its various features. The fieldwork for the report was completed by W. H. Newell.
 Fibreboard Corporation

[illegible]

Sheet No. 1 of 6
 Velutina as of Jun
H. C. Newell
 Field

Date Complied _____ Office
Oct

FORM No. 6. (L.C.C. Aust. No. 6.)

CALIFORNIA RAILROAD COMMISSION

PHYSICAL VALUATION OF STEAM RAILROADS

PILE AND FRAME TRETTLES

"Representative Value," equals estimated cost "B.Y." at average current prices.

"Present Value," equals "Representative Value" less depreciation due to wear and age.

"Shore Water" property separately and includes wharves and adjacent bank water.

Name of Owner..... *Shogren Rice Ry. Co.*
Operating Company..... *Same*
Division..... *Tru* County..... *Lincoln*
From..... *Ralph* To..... *Lyons*
..... *2.4*¹⁷ Miles Main of..... Branch Line.....

[illegible]

4000 7284
05 405
9689

FORM No. 7. (L. C. C. Aust. No. 4.)
CALIFORNIA RAILROAD COMMISSION
PHYSICAL VALUATION OF STEAM RAILROADS
CULVERTS

Sheet No. 1 of 1
 Valuation as of June 30, 1913

Field line
 Office Co.

Date Compiled: Oct 1913

"Reproduction Value" equals original cost plus "age" at current market prices.
 "Reproduction Value" equals "Reproduction Value" less depreciation due to wear and tear.
 Show joint materials separately and include proportionate and amount for each year.

Location, Engineer Sta. or mile post	Kind of culvert and No.	DIMENSIONS			Year built and Cond. per cent.	Excavation, cu. yds.	Timber, ft. B. M.	Long. ft.	MASONRY			Relin. steel reinforcement, lbs.	REPRODUCTION VALUE	
		Size (diam.)	Length, ft.	Area					Stone, cu. yds.	Brick, cu. yds.	Concrete, cu. yds.		Per unit	Total
Mile 1	1 Stone Box 1' x 2' 163	1' x 2'	163	75-3	34								330	30 108 20
	2 Box " 1' x 1' 134	1' x 1'	134	"	"	1088							3500	38 08
	3 I.C. Pipe 8" x 10" 3-4	8" x 10"	3-4	"	"								0 40	21 60
	4 Plank Box 1' x 1' 112	1' x 1'	112	"	"	896							35	40 32
Mile 2	5 Box " 1' x 1' 144	1' x 1'	144	"	"	1344							35	30 3034
	6 Open 10' x 10' 11	10' x 10'	11	"	"								35	31 36
	7 Plank Box 1' x 1' 16	1' x 1'	16	"	"	128							15	26 98
	8 Box " 1' x 1' 256	1' x 1'	256	"	"	2956							35	30 107 06
Mile 3	9 Plank Box 1' x 1' 30	1' x 1'	30	"	"	4040							35	30 143 00
	10 Box " 1' x 1' 296	1' x 1'	296	"	"	7814							35	35 325-69
	11 Box " 1' x 1' 40	1' x 1'	40	"	"	448							15	47 18
	12 Box " 1' x 1' 70	1' x 1'	70	"	"	960							35	97 80
Mile 4	13 Box " 1' x 1' 48	1' x 1'	48	"	"	384							15	298 44
	14 Box " 1' x 1' 34	1' x 1'	34	"	"	1376							35	366 40
	15 Box " 1' x 1' 40	1' x 1'	40	"	"	1120							15	317 27
	16 Box " 1' x 1' 133	1' x 1'	133	"	"	4922							35	483 50
Mile 5	17 Box " 4 1/2' x 2' 89	4 1/2' x 2'	89	"	"	300							15	64 40
	18 Box " 2' x 3' 30	2' x 3'	30	"	"	428							35	317 27
	19 Box " 2' x 3' 25	2' x 3'	25	"	"	384							35	483 50
	20 Box " 2' x 3' 265	2' x 3'	265	"	"	1376							64	66 40

Culvert shown on entire line 1660 lbs at 0.04

Sheet No. 8 of 8 (this form)
 Valuation as at June 30, 1913.

 FORM No. 2 (U. S. C. A. No. 7.)
CALIFORNIA RAILROAD COMMISSION
PHYSICAL VALUATION OF STEAM RAILROADS
TIES
 "Reproduction Value" equals estimated cost "NEW" at average current prices.
 "Present Value" equals "Reproduction Value" less depreciation due to use and age.
 Show just property separately and include proportion and amount for each owner.

 Name of Owner Longview Pine Ry. Co.
 Operating Company Same
 Division One County Imperial
 From Ruth To Lyndell
 14.7 Miles Main Line or Branch 2.1 Miles Other Tracks

 Date Compiled Nov 27 1913
 By W. H. Newell Field Inspector
Oct Office Compiler

LOCATION		TOTAL NUMBER CROSS TIES AND BRIDGE TIES		SWITCH TIES		CREASING		ORIGINAL COST		REPRODUCTION VALUE		Total present value
Engineer	Size	Average age, per cent	Average number per mile	Pine	Oak	Cedar	Radwood	No. sets	ft. B. M.	Each M. B. M.	Total	
From—	To—											
<u>Lyndell 6'x8"-8' 60% 3168 28667</u>												
<u>11.65 mi</u>												
<u>and</u>												
<u>60% 230 mi</u>												
<u>70% 3672</u>												
<u>75%</u>												
<u>70% 3000 7260</u>												
<u>Other tracks "</u>												
<u>8780</u>												
<u>8780</u>												
<u>2.1 44200</u>												
<u>0 5513 9680 9460</u>												
<u>0 55 4829 00 2897</u>												
<u>0 85 7463 00 5234</u>												
<u>18 00 736 00 567</u>												
<u>0 40 2904 00 2032.8</u>												
<u>\$ 31718 85 2081</u>												

NOTE—Depreciate ties between main, branch, and yard tracks, also between trunks and elevated lines.

Name of Owner Empire Power Ry. Co.
 Operating Company Same
 Division Gen'l County San Bernardino
 From Rancho To Lyons & Shaw
14 1/2 Miles Main of _____ Branch Line _____
 Sheet No. 1 of 2
 Valuation as of Jan. _____
 Date Completed _____
 O.K. _____
 File _____

[illegible]

Show separately of "yard trucks" etc., for each station separately. In fact measure each truck from galley of engine car to end of track

FORM No. 10. (L. C. C. Asset No. 9.)
CALIFORNIA RAILROAD COMMISSION
PHYSICAL VALUATION OF STEAM RAILROADS
FROGS AND SWITCHES

Sheet No. 1... of 12 (11)
 Valuation as of June 30
 Field In
 Date Compiled
 1913
 1913

"Reproduction Value" means estimated and "Net" at market prices.
 "Present Value" means "Reproduction Value" less depreciation due to age and use.
 Show just enough materiality and indicate proportion and amount for each owner.

Name of Owner... Sugar Pine Ry. Co.
 Operating Company... Same
 Division... Same
 County... Inyo
 From... Ralph
 To... Lyons Dam
 Miles Main or... 14.100
 Branch Line

Location, station, siding or mile post	Frog number	Weight of rail	Age and condition percent	NUMBER OF SWITCHES			NUMBER OF STANDS			CROSSING FROGS			ORIGINAL COST			REPRODUCTION VALUE		
				Rigid	Spring	Split	Stub	Slip	High	Low	Ground throw	Number complete layouts	Type	Angle	Num. bar	Per layout	Total	Total
Ralph	1	40	75%	2								2	2				32.50	
Fairview	7	"	"	1								1	1				32.50	
Newell	7	"	"	2								2	2				32.50	
Gurney	7	"	"	2								2	2				32.50	
Middlecamp	7	"	"	2								2	2				32.50	
Long Sidney	7	"	"	2								2	2				32.50	
Tramway	7	30	"	3								3	3				32.50	
Lyons Dam	1	"	"	3								3	3				32.50	
"	5	40	"	3								3	3				29.75	
Transfer	7	"	"	2								2	2				32.50	
Standard	7	"	"	1								1	1				32.50	25

FORM No. 14, (L.C.C. Asst. No. 13.)
CALIFORNIA RAILROAD COMMISSION
PHYSICAL VALUATION OF STEAM RAILROADS

ROADWAY TOOLS

Sheet No. _____ of _____
 Valuation as of J. _____

File _____

Om. _____

Date Complied _____

"Reproduction Value" equals estimated cost "NEW" at average current prices.
 "Present Value" equals "Reproduction Value" less depreciation due to use and age.
 Same must properly identify and indicate properties and account for each owner.

Name of Owner Chicago & North Western Ry. Co.
 Operating Company Chicago & North Western Ry. Co.
 Division Chicago & North Western Ry. Co.
 From Chicago To Chicago
 Mileage Main of 1.4 Branch Line _____

DESCRIPTION Kind of tool	Age, cond. per cent	Number	ORIGINAL COST		REPRODUCTION VALUE		PRESENT VALUE		DESCRIPTION Kind of tool	Number	Age, cond. per cent	ORIGINAL COST		REPRODUCTION VALUE		PRESENT VALUE		PRES
			Cost, each	Total cost	Value, each	Total value	Value, each	Total value				Cost, each	Total cost	Value, each	Total value	Value, each	Total value	
Short hdl. Hovel		40			1.25	50.00			Pack Cars	4	75%			45.00	180.00			
Long " do		24			1.20	30.00			" "	2	"			65.00	130.00			
Picks & similar		40			1.50	60.00			Pickup Motor	3	90%			450.00	900.00			
Adzes		6			2.50	15.00			11 25" Water Barrels	4	100%			2.50	10.00			
Axes		6			1.25	7.50								5.60				
C.O. Saw		4			2.10	10.80								8.10				
Living Bars		18			1.25	22.50								16.88				
Crow do		6			1.25	7.50								5.62				
Spike Mallets		12			2.65	31.80								23.80				
12 lb. sledges		6			3.25	19.50								11.62				
8 " sledges		12			2.25	27.00								20.25				
Track Jacks		4			18.00	72.00								54.00				
Jim Crows		2			17.00	34.00								25.00				
Track gangue		4			1.25	5.00								3.75				
Track Chisels		9			1.90	15.20								11.40				
Track Wrenches		10			1.00	10.00								7.50				
Track Levels		3			3.00	10.50								7.88				
Track Drills		3			20.00	60.00								45.00				
Shill Bits		18			1.00	18.00								13.50				
Stoppers Bars		6			1.00	6.00								4.50				
Claw Bars		8			2.00	16.00								12.00				

Name of Owner Sugar Pine Ry. Co.
 Operating Company Same
 Division Car County Inyo
 Form Ralph To Reno
147 Miles Main or Branch Line

FORM No. 20. (L.C.C. Aust. No. 18.)
 CALIFORNIA RAILROAD COMMISSION
 PHYSICAL VALUATION OF STEAM RAILROADS
 STATION BUILDINGS AND FIXTURES

"Reproduction Value" means estimated cost of new at average current prices.
 "Present Value" means "Reproduction Value" less depreciation due to age and use.
 Show last property ownership and interests separately and account for each owner.

Sheet No. 1 of 2
 Valuation as of Jan. 1913
 Date Compiled Dec. 1

Location, city or town	GENERAL DESCRIPTION No. of stories, basement, material of which constructed; kind of roof, floor, interior finish, etc.	PLAN OF BUILDING		CHARACTER AND METHOD OF—			Year built, Condition, per cent.	TOTAL ORIGINAL COST	TOTAL REPRODUCTION VALUE
		Dimensions	Floor area, sq. ft.	Heating	Lighting	Plumbing			
Ralph Long siding	frame one story	10 X 10	100				1908	\$	40
	" "	10 X 10	100				89/10		40
							"		40
									80

FORM No. 27. (L.C.C. Acct. No. 22)

CALIFORNIA RAILROAD COMMISSION
PHYSICAL VALUATION OF STEAM RAILROADS
WATER STATIONS

Sheet No. 279 of 2
 Valuation as of June 30, 1913
 Filed in Office C

"Reproduction Value" means estimated cost of new at average current prices.
 "Present Value" means "Reproduction Value" less depreciation due to use and age.
 Show joint property separately and indicate proportion and interest for each owner.

Date Computed 1913

Miles Main or Branch Line 19.13

Name of Owner Sugar Pine Ry. Co.
 Operating Company Garner
 Division ore County Inyo
 From Ralphs To Lyons
 Branch Line

Location, mile post or station	General Description	Items	Kind Measure	Unit	Number of units	Year built, Condition, per cent	ORIGINAL COST		REPRODUCTION VALUE		
							Per unit	Total	Per unit	Total	
Fairview	Tanks filled by gravity from Water Co's. ditch	Tank & fix	1000 gal Tank + Redwood 7 ft		1	1907			350.00	350.00	
		Pipe	2" screw lin. ft.		125	"			36	45.00	
		Lumber	Pine ft. b.m.		2300	"			03	69.00	
		Tank	1000 gal Tank + Redwood 7 ft.		1	1907			33.00	330.00	
M. P. 5.	Tanks filled by gravity from a developed spring	Pipe	2" screw lin. ft.		240	"			36	76.40	
		"	1 1/2" "		56	"			27	15.10	
		Lumber	Pine ft. b.m.		2300	"			03	69.00	
		Tank & fix	1000 gal Tank + Redwood 7 ft		1	1912			350.00	350.00	
Encha Camp.	Tanks filled by gravity from Water Co's. ditch	Pipe	2" screw lin. ft.		140	"			36	50.40	
		"	1 1/2" "		840	"			27	126.80	
		"	1" "		300	"			16 1/3	49.50	
		Lumber	Pine ft. b.m.		3200	"			03	96.00	
M. P. 13	Tanks filled by gravity from creek	Tank & fix	1000 gal Tank + Redwood 7 ft.		1	1907			350.00	350.00	
		Lumber	Pine ft. b.m.		1944	"			03	58.30	
											2070.00

FORM No. 28. (L. C. Acc't. No. 23.)
CALIFORNIA RAILROAD COMMISSION
PHYSICAL VALUATION OF STEAM RAILROADS
FUEL STATIONS

Name of Owner Sagehen Pine Ry. Co.
 Operating Company same
 Division same County Inyo
 From same To same
 Mileage Main or Branch Line

Sheet No. af
 Valuation as of 1913
 Date Compiled 1913

"Reproduction Value" means attached and "NEW" at average market prices.
 "Present Value" means "Reproduction Value" less depreciation due to use and age.
 Show just property ownership and include appropriate and correct for each owner.

Located at Type and general description of plant	No. pockets, capacity, character of hoisting machinery and appliances	Items	Kind, manuf'r	Unit	Number of units	Year built, Condition, per cent	ORIGINAL COST		REPRODUCTION VAL.	
							Per unit	Total	Per unit	Total
Sonoma } Standard } Ralph }	22,000 gal steel tanks filled direct from cars placed over it	tanks	6X12 1/2 X 40 steel	Each	3	1910			560.00	1680
		R.R. 3/4" steel	Pine	FTPM	57000	"			04	2280
		gal. corr. iron	sq. ft.	1600	"				48	
		corr. iron	lbs.	3000	"			04	120	
		Pipe	6" screw	lin. ft.	30	"			188	56
		Fitting	6" elbow	each	9	"			500	45
		"	6" gate	each	3	"			300.00	90
		Tanks	2-55 gal 11-1200 lbs.	Round	3	1908			255.00	765
		Pipe	4" screw	lin. ft.	100	"			1.08	108
		Pipe fittings	4" elbow	each	4	"			3.00	12
Kynos River	Woodsen tanks filled and discharged by gravity	"	" gate valve	"	3	"			20.00	60
		Pipe	3" screw	lin. ft.	20	"			36	7
		Pipe fittings	3" gate valve	each	2	"			0.40	10
		"	6" Flange Union	each	3	"			4.00	12
		"	4" " "	"	1	"			2.10	6
		"	2" " "	"	6	"			1.00	6

5302

Total cost and value.

Name of Owner Superior Pine Ref Co. Sheet No. _____ of _____ (this form)
 Operating Company Same Valuation as of June 30, 191____
 Division Same County Los Angeles Field Inspector _____
 From Ralphs To Refinery Dam Office Compiler _____
 Mileage Main or _____ Branch Line _____ Date Compiled _____, 191____

FORM No. 36. (L. C. C. Acct. No. 31.)
 CALIFORNIA RAILROAD COMMISSION
 PHYSICAL VALUATION OF STEAM RAILROADS
MISCELLANEOUS STRUCTURES

"Reproduction Value" means estimated and "R.V." at prices current prices.
 "Present Value" means "Reproduction Value" less depreciation due to age and use.
 Show full property ownership and interests appropriate and account for each owner.

Location, station or mile post	Kind of building or struc- ture and purpose for which used	General description, Dimensions, area, etc.	Items	Kind, material	Unit	Number of units	Year built, Condition, percent	ORIGINAL COST		REPRODUCTION VALUE		Total present value
								Per unit	Total	Per unit	Total	
Turner transmission		one story 16 x 24				1	1907					
"	"	Bunk				3	75-90					
"	"	Tee				1						
												\$ 750 00
												\$ 562 5

NOTE.—Give detailed description and estimate for each structure.

Steam Locomotives
FORM No. 40. (I. C. C. Asset No. 30.)
CALIFORNIA RAILROAD COMMISSION
PHYSICAL VALUATION OF STEAM RAILROADS
PASSENGER-TRAIN CARS

Sheet No. _____ of _____ (this form)
Valuation as of June 30, 191____
Field Inspector _____
Office Compiler _____
Data Compiled _____ 191____

Name of Owner _____
Operating Company _____
Division _____
From _____ To _____
Miles Main or _____ Branch Line _____

Representative Year's make indicated and "1913" if second or later year.
If the car is a "new" car, the "Year" has been determined as to make and age.
If the car is a "used" car, the "Year" has been determined as to make and age.
If the car is a "used" car, the "Year" has been determined as to make and age.

Kind of car	Name of builder	Serial numbers	No. of engines	DIMENSIONS			Weight lbs.	WHEELS			MATERIAL			Kind of body	Kind of seat	Kind of engine	Year built	ORIGINAL COST		REPRODUCTION VALUE		PRESENT VALUE	
				Length over all	Width over all	Height over all		Num.	Size	Under frame	Body	Kind of seat	Each					Total	Each	Total	Each	Total	
Class 4	Chicago & North Western	1000	1	1	1	8	1484	781	1960	1145	65"	all on drivers	Body	Kind of seat	1906	6145	6200	4960	6145	6200	4960	6145	6200
Class 4	Chicago & North Western	1001	3	1	1	8	1960	1145	65"	all on drivers	Body	Kind of seat	1909	10700	11000	9660	10700	11000	9660	10700	11000	9660	10700
Class 4	Chicago & North Western	1002	4	1	1	8	1870	644	80"	all on drivers	Body	Kind of seat	1912	9834	10000	10000	9834	10000	10000	9834	10000	10000	9834
Class 4	Chicago & North Western	1003	5	1	1	12	3500	1485	85"	all on drivers	Body	Kind of seat	1913	13642	13800	12300	13642	13800	12300	13642	13800	12300	13642
																	40321		41000		38440		

FORM No. 41. (L. C. C. Asst. No. 40.)

CALIFORNIA RAILROAD COMMISSION

PHYSICAL VALUATION OF STEAM RAILROADS

FREIGHT-TRAIN CARS

"Representative Value" made available and "NEW" at average current prices.
 "Present Value" made "Representative Value" less depreciation due to wear and age.
 Be state if cars are owned by Interstate carrier, and appropriate value to California, explaining basis.

Name of Owner	Operating Company	Division	From	To	Branch Line	Kind of car	Number of cars	Serial numbers	DIMENSIONS	Weight	MATERIAL OF--	TRUCKS	Capacity	Year built or converted	ORIGINAL COST	REPRODUCTION VALUE	PRESSENT VALUE				
									Length—Width—Height— Weight Inside			Kind of wheels	Kind of frame	Center sill	Spce of journal	Each	Total	Each	Total	Each	Total
Sugar Pine Ry. Co.	Lane	same	Ralph	to Lyons & Lane		Flatbed	50		40' 10"-6"	28400	Cast steel	5 x 9 wood	wood		80000	\$ 795	\$ 800	\$ 40000.00			
" "	" "	" "	" "	" "	" "	" "	20		41' 10"-6"	28500	" "	" "	" "		80000	138	16760	800	17000	16150.00	
Calrose	" "	" "	" "	" "	" "	" "	1		bought 2nd hand							355	720	750	4500.00		
																	\$ 56800	\$ 57700			\$ 20600.00

be safe. If there are empty in this case, we have to be careful. If there are empty in this case, we have to be careful. If there are empty in this case, we have to be careful.

1913 SPRwy PHYSICAL ASSETS REPORT

Name of Owner *Algonquin Lumber Co*
 Departing Co. *Algonquin*
 Division *Algonquin*
 From *Ralphs to Byron's dam*
 Miles, Main Line Track *14 2/100*
 Miles, Second Track
 Miles, Yard Tracks, etc. *2 3/100*
 Total *16 5/100*

FORM No. 48.

CALIFORNIA RAILROAD COMMISSION
 PHYSICAL VALUATION OF STEAM RAILROADS
FINAL SUMMARY SHEET

Valuation as of

Field Inspector

Office Compiler

Date Compiled *Dec 1913*
 Joint Main Line *107 3/100* Miles
 Joint Second Track *107 3/100* Miles
 Joint Yard Track, etc. *107 3/100* Miles
 Total *107 3/100* Miles

Class No.	Form No.	I.C.C. Acct. No.	CLASSES	ORIGINAL COST	REPRODUCTION VALUE	Cond. pr. ct.	PRESENT VALUE
1	1	2	Right of way and station grounds.		3484 50		15767 00
2	2	3	Real estate.				
3	3	4	Grading.		8700 2 21		96252 43
4	4	5	Tunnels.				
5	5	6	Steel bridges and trusses.		9689 68		7267 26
6	6	6	Pile and frame trestles.		2691 62		2018 72
7	7	8	Culverts.		31718 85		2018 41
8	8	7	Ties.		25322 99		47024 55
9	9	8	Rails.		739 25		554 44
10	10	9	Frogs and switches.		20041 00		18081 90
11	11	10	Track fastenings and other material.		10560 00		10560 00
12	12	11	Ballast.		13502 00		13502 00
13	13	12	Tracklaying and surfacing.		1748 30		1448 72
14	14	13	Roadway tools.		470 00		352 50
15	15	14	Fencing right of way.		85 00		71 00
16	16	15	Crossings and signs.				
17	17	16	Interlocking plants.				
18	18	18	Signal apparatus.				
19	19	17	Telegraph and telephone lines.				
20	20	19	Station buildings and fixtures.		80 00		64 00
21	21	18	Platforms, walks, paving and curb.				
22	22	19	General office buildings and fixtures.				
23	23	20	Shop buildings and engine houses.		600 00		540 00
24	24	20	Trenner and turntables, cinder pits, etc.				
25	25	20	Miscellaneous shop buildings and structures.				
26	26	21	Shop machinery and tools.				
27	27	22	Water stations.		2075 54		1935 26
28	28	23	Fuel stations.		5202 00		5302 00
29	29	24	Grain elevators.				
30	30	25	Storage warehouses.				
31	31	26	Dock and wharf property.				
32	32	27	Electric light plants.				
33	33	28	Electric power plants.				
34	34	29	Electric power transmission.				
35	35	30	Gas producing plants.				
36	36	31	Miscellaneous structures.		70 00		56 25
Total Classes 1 to 36, inclusive.					246412 94		241485 67
37	--	1	Engineering, 2 per cent, 1 to 36, inclusive.		12370 65		12074 28
38	37	32	Transportation of men and material.				
39	38	33	Rent of equipment.				
40	38	34	Repairs of equipment.				
41	--	35	Earning and operating exp. during construction.				
42	--	36	Injuries to persons.				
43	--	36	Cost of road purchased.				
Total Classes 1 to 43, inclusive.					258783 59		253559 97
44	39	37	Steam locomotives.		41000 00		38440 00
45	--	38	Electric locomotives.				
46	40	39	Passenger train cars.				
47	41	40	Freight train cars.		57750 00		50600 00
48	42	41	Work equipment.		1750 00		1487 50
49	43	42	Floating equipment.				
Total Classes 1 to 49, inclusive.					359283 59		344087 47
50	--	43	Law expenses, 1 per cent, Classes 1 to 36, incl.		3592 81		3440 87
51	44	44	Stationery and printing.		200 00		200 00
52	44	45	Insurance.				
53	45	46	Taxes.				
Total Classes 1 to 53, inclusive.					363076 43		347728 34
54	--	47	Int. & Comm., 6 per cent, Classes 1 to 53, incl.		21784 59		20863 70
55	45	48	Other expenditures.				
56	--	--	Contingencies, 3 per cent, Classes 1 to 53, incl.		10892 30		10431 80
57	46	--	Stores and supplies on hand for use in California.		1920 00		1920 00
GRAND TOTAL.					397673 32		380943 89
Average per mile for main line track.					28104 12		26921 83

Decision No. 2047.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of ascertaining the)	
value of the property of SUGAR)	Case No. 207.
PINE RAILWAY COMPANY.....)	
.....)	

OPINION AND FINDINGS.

LOVELAND, Commissioner,

This is one of the valuation cases brought upon the Commission's own initiative. It was instituted under the provisions of Section 20 of the Stetson Act, effective February 10, 1911, and continued under the provisions of Sections 47 and 70 of the Public Utilities Act, effective March 23, 1912.

Such findings as are made in this opinion are findings of fact regarding certain factors and elements which make up the value of this property and no attempt will be made to determine its ultimate or fair value irrespective of the purpose for which the valuation might be used.

On March 11, 1912, the Sugar Pine Railway Company was ordered to prepare and file an inventory and appraisal of all physical property owned by it in the State of California. About December 26, 1913, this inventory and appraisal was received by the Commission and Exhibit "A" attached hereto is a copy of the Final Summary Sheet which formed a part thereof.

In accordance with the usual custom of the Commission the Commission's engineering department was instructed to make an independent inventory and appraisal for the purpose of checking the report submitted by the Company. About May 14, 1914, this work was started and the report was completed and submitted to the Commission on September 1, 1914. Attached to this Opinion as Exhibit "B" is a copy of the Final Summary Sheet made by the Commission's engineering department, which sums up the result of its appraisal.

*This report is the result of Railroad Commissioner H.D. Loveland's 1915 investigation into the value of the SPRwy property.
Fibreboard Corporation*

-E-

On September 16, 1914, a copy of this report of the Commission's Engineering Department was submitted to the Railway Company and thereafter, on December 7, 1914, the Company notified the Commission by letter that its Board of Directors had decided to accept the value set upon its property by the Commission's engineers.

The following matters are essential in an inquiry of this sort and they will be considered in the order listed:-

- 1 - Organization, Construction and Operation.
- 2 - Stocks and Bonds.
- 3 - Revenues and Expenses.
- 4 - Original Cost.
- 5 - Reproduction Cost.
- 6 - Reproduction Cost Less Depreciation.

(1) Organization, Construction and Operation-

The Sugar Pine Railway Company was organized in February, 1903, to build a standard gauge railway from Ralph, on the Sierra Railway Company's line, to a point now known as Middle Camp. The road was planned principally as a lumber and logging road and the Company controlled by the interests behind the Sierra Railway Company of California who, at the same time, were the owners of large timber holdings in that region. The actual construction of the line was started in 1902. The first unit of the line was ready for operation between Ralph and Middle Camp in 1903, while the second unit, between Middle Camp and Lyons Dam, was not finished until 1907, so that in that year the line was practically completed as it now exists. On May 23, 1908, the control of the property passed from Mr. T. S. Pullock, the principal stock holder and President, since the time of organization, to the Standard Lumber Company by means of a stock transaction. The details of this deal are so interwoven with other business transacted at the same time between the two parties that the actual details of the transfer are not now available. The property has remained in the

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control of the Standard Lumber Company ever since.

The Sugar Pine Railway Company now owns and operates in Tuolumne County 14.15 miles of standard gauge railway, extending from Ralph to Lyons Dam. In addition to this property the Company owns one fuel oil tank and a spur track 585 feet long at Standard, and one engine house, one fuel oil tank and two spurs, 375 feet and 210 feet long, respectively, at Sonora, both of these stations being on the Sierra Railway. Extending from Lyons Dam to Camp Frazier, a distance of six miles, is a piece of standard gauge track owned by the Standard Lumber Company. This track is a feeder to the Sugar Pine Railway although the latter Company does not operate it. The Sugar Pine Railway has, however, operating rights over the Sierra Railway from Sonora to Ralph, a distance of 9.46 miles.

The country through which this road passes is very rough. It was originally covered by sugar, white and yellow pine and fir and cedar timber, but this has been logged off, and at the present time with the exception of one orchard, the land along the track is used for no other purpose than grazing. The elevation at Ralph is 2831 feet. From this point the grade ascends more or less continuously until an elevation of 4240 feet is reached at the end of the line. The maximum grade is 4.75 per cent. The maximum curve on the line is 56 degrees, with the greater part of the many curves varying from 20 degrees to 40 degrees. The roadbed width in both excavation and embankment is about 12 feet. Most of the grading is side hill work and about 55 per cent of the excavated material is earth. The eight trestles, which comprise all the bridges on the line, are of timber, and the culverts are constructed of rubble, timber and terra cotta pipe. The track is laid with steel weighing 30 and 40 pounds per yard and this light weight steel necessitates the use of more than the usual number of ties per mile.

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No passenger trains are operated over this line. The principal business is done during the summer months while the timber and logging season continues. Practically all of the tonnage handled on the road consists of logs, and none of the Company's trains operate on a regular schedule.

(2) Stocks and Bonds -

The capital stock of the Sugar Pine Railway Company consists of 10,000 shares of common stock with a par value of \$100.00 each, or a total capitalization of \$1,000,000. 600 shares of this amount was the first actually subscribed. During the construction of the road an additional 1000 shares was subscribed for by T. S. Bullock, its President. On October 5, 1903, the Board of Directors authorized a bonded indebtedness to the amount of \$480,000., these bonds being first mortgage, 5per cent, bonds maturing in 40 years with interest payable semi-annually, \$180,000. worth of these bonds were issued on the same day, and of this amount \$155,000. was taken by the Standard Lumber Company and \$25,000. by the Sierra Railway Company. In 1910, after the control of the road had passed to the Standard Lumber Company, \$640,000. of additional stock was issued to the Standard Lumber Company, and at the present time the entire amount of the authorized capital stock is outstanding. Interest on the outstanding bonds has regularly been paid from the beginning. In 1909 a dividend of \$43,000. was declared, made up, as stated in the Company's annual report for the year 1909, of accumulated profits and surplus for the years 1906, 1907 and 1908. In 1910 dividends to the amount of \$36,000. were paid out of profits for the year ending December 31, 1909, and in January, 1911, a further dividend of \$110,000. was declared. This left a deficit on June 30, 1911, of \$14,161.42, and although no dividends were declared either in 1912 or 1913, a deficit has remained on the Company's books amounting on June 30, 1913, to \$13,387.80.

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It must be stated that from the annual reports of the Company to this Commission the financial history of this Company appears obscure and that its financial status as now shown is largely fictitious and does not represent the facts. According to the Company's own reports the investment in road and equipment on June 30, 1907, when the road was practically finished, amounted to only \$180,000. The 1909 report shows a "total expenditure for road and equipment to June 30, 1909", of \$375,165.16. With the exception of some thousands of dollars worth of equipment nothing was added to the value of the property to account for the difference between \$180,000. and the \$375,000. In the 1910 report a new item is added to the capital account, namely, "cost of road purchased, \$1,000,000." Under the Interstate Commerce Commission's Classification, which is followed by this road in its accounting, it is prescribed that to this account should be charged amounts paid for road purchased, and that where the payment is made by an issue of the company's securities or other commercial paper the cash value thereof at the time of such payment should be charged. In this case the charge of \$1,000,000. is purely fictitious. Not a single foot of new line in the meaning of the Classification was acquired. The \$1,000,000. simply represented the par value of all of the authorized capital stock and is pure water, X
A year later 11 per cent dividends were paid on this fictitious capitalization. The Company in addition to interest on funded debt has paid in all \$189,000. in dividends, equal to more than half of the reproduction cost now of the property as found by the engineering department's valuation. It is my opinion that this Company should revise its accounts to show its financial condition in accordance with the facts. The table shown under the next caption "Revenues and Expenses" more fully shows the financial condition of the road as represented in its accounts.

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(3) Revenues and Expenses -

As stated heretofore this railway is principally a logging and lumber road. Practically all of the tonnage handled by the road consists of logs, a commodity upon which very low rates obtain, and this fact will explain the unusually low receipts per ton mile in the following tabulation: -

.....

Number of tons carried earning revenue	53376.00
" " " " one mile.....	919666.00
" " " " " " per mile of road	38952.00
Average distance haul of one ton, miles.....	17.23
" amount received for each ton of freight	1.44
" receipts per ton mile.....	.085
Freight revenue per mile of road.....	3254.28

.....

All significant traffic, revenue and other statistics are shown in the table following, which also shows the most important figures from the road's annual balance sheets:-

- 7 -

Trapping Revenue and Other Statistics

No	Item	Amounts				
Year		1909	1910	1911	1912	1913
1	Mileage owned	15.00	15.00	14.84	14.84	14.15
2	Mileage in operation	15.00	33.31	33.65	33.65	33.61
3	Capital Stock Authorized	1000000.00	1000000.00	1000000.00	1000000.00	1000000.00
4	" " Outstanding	360000.00	1000000.00	1000000.00	1000000.00	1000000.00
5	Bonds - Authorized	480000.00	480000.00	480000.00	480000.00	480000.00
6	" - Outstanding	180000.00	180000.00	180000.00	180000.00	180000.00
7	Total Outstanding Liability,	540000.00	1180000.00	1180000.00	1180000.00	1180000.00
8	" " " per mile	36000.00	78667.00	79514.00	79514.00	83893.00
9	Cost of R.O. as per Co. Reports	Not shown	134942.33	130473.71	135534.00	139723.76
10	" " " per mile of road	"	83298.32	84331.45	80524.72	91696.91
11	Equipment owned - Locomotives	Recked	2	3	3	4 Cars
12	" " - Flat cars	"	50	50	50	70 Cars
13	" " - Box-cars	"	1	1	1	1 per mile
14	Earnings - Passenger	none	none	none	none	none
15	" - Freight	66903.17	155656.09	120211.07	15503.15	76333.56
16	" - Total	66903.17	155656.02	120473.31	15503.15	76333.56
17	" " " per mile of road	4462.31	6579.37	5505.75	3776.77	3254.28
18	Expenses - Maint. R.O.S.	10070.07	18616.01	14201.50	9285.00	11450.15
19	" " " "	3400.52	6120.50	3062.55	6212.35	9027.14
20	" - Transportation	4628.92	27437.40	32436.70	35746.49	29720.61
21	" - General	2690.11	6507.20	5927.53	5764.46	6230.60
22	" - Total Operating	30990.50	58741.19	62223.37	47228.34	67332.48
23	" " " " " " " " " "	2086.06	2467.02	2631.22	3001.32	2420.42
24	Net Operating Revenue	35912.33	97927.82	68946.70	18219.31	94451.08
25	Railway Tax Accruals	550.00	896.17	1636.63	7710.51	2671.24
26	Interest on Bonds	9000.00	9000.00	9000.00	9000.00	9000.00
27	Other Deductions	None	7703.15	4718.87	4224.65	0191.42
28	Net Income	26362.33	80528.51	53501.20	37768.85	55077.82
29	Additions and Betterments	10925.92	50309.06	3927.09	5784.27	43623.18
30	Working Fund	Not shown	—	—	—	—
31	Total accumulated Surplus at end of year	1177.51	45430.19	14161.42	16759.37	135876.00
32	Tonnage - per cent of total	Not shown	—	—	—	—
33	" " " " " " " " " "	—	95.10	97.44	97.17	98.62
34	" " " " " " " " " "	—	1.36	1.43	1.58	1.15
35	" " " " " " " " " "	—	3.04	1.13	1.25	1.23

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(4) Original Cost.-

The term "Original Cost" means the original book cost and is defined as the actual expenditures chargeable to capital account, in accordance with the Interstate Commerce Commission's Classification, in cash or its equivalent in terms of cash, by the public utility for its operative property in the State of California, as of the date of valuation.

The original cost of this property as defined above is not obtainable for the reason that its operations were interwoven first with those of Mr. Fullock of the Sierra Railway Company and later with those of the Standard Lumber Company, and the accounts not properly segregated. No attempt, therefore, will be made to make a finding regarding Original Cost. The road was built, however, as cheaply as possible and largely with discarded second-hand material from the Sierra Railway. Lumber for ties, bridges and culverts came from the timber lands owned by the same interest and I believe that the cost of road as stated in the Company's book in 1907, viz.: \$180,000.00, and covered by bonds outstanding, about represents the actual investment.

(5) Reproduction Cost.-

The term "Reproduction Cost" is defined as the estimated cost in cash of acquiring the operative right-of-way and other operative real estate and of reproducing, in the condition in which it was acquired, the other physical property of the public utility in the State of California, as of the date of valuation, to which are added overhead expenditures for engineering, law, interest and commissions and other similar items.

The reproduction cost, as found by the Company's engineers, is \$397,675.32. The Commission's engineering department found a value of \$355,511.65, a difference of \$42,161.67. This decrease is due generally to the lower unit prices used by the Commission's engineers together with the use of a lower percentage for interest and Commissions. The greatest discrepancy (\$15,899.34) between individual accounts in the two appraisals is under account Rails, where the Commission's engineering department estimated second-hand rails in accordance with the facts, while the Company's engineers figured their rails as being new. The difference between the two

-9-

appraisals under "Interest and Commissions" amounts to \$11,623.94, the Company's figure being in excess of the Commission's engineers' figure. The engineering department figured interest as being 3 per cent on Classes 3 to 53, inclusive, being at the rate of six per cent per annum for one-half of the estimated construction period of one year-(see Exhibit "F"), while in the Company's appraisal this item is estimated as being 6 per cent on Classes 1 to 53, inclusive-(see Exhibit "A").

I believe the figures used by the engineering department to be in accordance with the facts as far as they can be ascertained, and since the Sugar Pine Railway Company has accepted these figures, I find as a fact that the reproduction cost, as that term is heretofore defined, of the Sugar Pine Railway Company's operative property in the State of California, as of June 30, 1913, is \$355,511.65.

(6) Reproduction Cost Less Depreciation.

The term "Reproduction Cost Less Depreciation" is defined as the reproduction cost less the diminution in the value of the physical elements of the property, due to use, age, obsolescence, and inadequacy or other causes, this diminution being called "depreciation" and plus the increase in the value of the physical elements of the property due to age or other causes, this increase being called "appreciation".

The Company's engineers, for this value, arrived at a figure of \$380,943.89, while the Commission's engineers have determined it to be \$412,619.27, making a difference of \$68,324.62. Both the Commission's and the Company's engineers have derived their present value by depreciating the reproduction cost, and the same differences between the two appraisals is greater in this column than under reproduction cost is due to the fact that the Company's engineers have placed a lower rate of depreciation and a consequent higher condition

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per cent on the property than was considered proper by the Commission's engineering department. The Company has, however, now accepted the figures of the Commission's engineers and the same reasons which lead me to accept their figures for reproduction cost lead me to accept also their figures for reproduction cost less depreciation. I find as a fact that the reproduction cost less depreciation, as that term has been hereinbefore defined, of the operative property of the Sugar Pine Railway Company in the State of California, as of June 30, 1913, is \$312,619.27.

The foregoing opinion and findings are hereby approved and ordered filed as the opinion and findings of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 2d day of January, 1915.



H. D. Loveland

Alex Gordon

Max Thelen

Edwin O. Edgerton

Commissioners.

Form No 48.

CALIFORNIA RAILROAD COMMISSION

Physical Valuation of Steam Railroads

FINAL SUMMARY SHEET.

Classes	Reproduction Value	Cond. pr. ct.	Present Value.
1 Right of way and station grounds.	3484.50		15767.00
2 Grading	87502.21		96252.43
6 Pile and frame trestles	9689.68		7267.26
7 Culverts	2691.62		2018.72
8 Ties	31718.85		20181.41
9 Rails	55322.99		47024.55
10 Frogs & switches	759.25		554.44
11 Track fastenings and other material.	20091.00		18081.90
12 Ballast.	10560.00		10560.00
13 Tracklaying and surfacing	13502.00		13502.00
14 Roadway tools	1748.30		1448.72
15 Fencing right of way	470.00		352.50
16 Crossings and signs	85.00		71.00
20 Station buildings and fixtures	80.00		64.00
23 Shop buildings and engine houses	600.00		540.00
27 Water stations	2075.54		1935.26
28 Fuel stations	5302.00		5302.00
35 Gas producing plants	750.00		562.50
Total Classes 1 to 36, inclusive.	246412.94		241485.69
37 Engineering---per cent, 1 to 36, inc.	12370.65		12074.28
Total Classes 1 to 43, inclusive.	258783.59		253559.97
44 Steam Locomotives	41000.00		38440.00
47 Freight train cars	57780.00		50600.00
48 Work Equipment	1750.00		1497.50
Total Classes 1 to 49, inclusive.	359283.59		344087.47
50 Law expenses---per cent, 1 to 36, inc.	3592.84		3440.87
51 Stationery and printing	200.00		200.00
Total Classes 1 to 53, inclusive.	363076.43		347728.34
54 Int & Comm---per cent, 1 to 53, incl.	21784.59		20963.70
56 Contingencies---per cent, Classes 1 to 53)	10892.50		10431.85
57 Stores & supplies on hand for 3al, use	1920.00		1920.00
Grand Total	397673.52		380945.89
Average per mile for main line track	28104.12		26921.83

95 79
100

CALIFORNIA RAILROAD COMMISSION
Physical Valuation of Steam Railroads

FINAL SUMMARY SHEET

Classes	Reproduction Cost	Cond pr. ct.	Rep. Cost less dep.
37 Engineering	11354.45	100	11354.45
1 Right of way and station grounds.	3049.17	100	3049.17
3 Grading	84948.95	107	90737.66
6 Pole and frame trestles.	7527.51	66	4955.88
7 Culverts	2739.75	72	1983.64
8 Ties	54335.94	54	18688.43
9 Rails	39425.65	75	29918.67
10 Frogs and switches	1299.87	72	936.64
11 Track fastenings and other material	19001.18	78	14807.05
12 Ballast	6652.80	100	6652.80
13 Tracklaying and surfacing	17712.21	70	12437.10
14 Roadway tools	1552.26	75	1164.19
15 Fencing right of way	497.12	60	298.27
16 Crossings and signs	2352.66	80	1882.15
20 Station buildings and fixtures	164.00	80	131.20
23 Shop buildings and engine houses	758.50	80	606.80
27 Water stations	1393.92	75	1052.48
28 Fuel Stations	6083.07	92	5610.09
38 Transportation of men and material	645.75	73	475.09
44 Steam locomotives	42312.00	95	39143.00
47 Freight train cars	55115.00	91	50202.00
48 Work equipment	546.91	80	437.53
50 Law exp. 1% classes 3-36 incl.	2270.89	100	2270.89
51 Stationery & Printing. Incl. in class 37			
52 Insurance. Incl. in class 55			
53 Taxes. " " " "			
54 Int. & Comm 3% of classes 7-50 incl.	10160.65	100	10160.65
55 Other expen. 1/2 of 1% " " " "	1693.44	100	1693.44
57 Stores & Supplies on hand for gen. use.	1920.00	100	1920.00
Grand Total	555511.65	88	512619.27
Average per mile for main track	75124.50	88	22093.23
Total Road, Classes 1-36 incl.	230138.51	85	195457.31
" Equip. " 44-49 "	97973.91	91	89702.53
" Gen. " 37-50-55 incl.	25479.43	100	25479.43
" Stores on Hand Class 57	1920.00	100	1920.00
Contingencies Amount to 2.5% of Reproduction Values. I.C.C. Accts. 4 to 42 incl.			

THIS AGREEMENT, made and entered into this First day of November, Nineteen and Sixteen, by and between the SIERRA RAILWAY COMPANY OF CALIFORNIA, a corporation duly organized and incorporated under and by virtue of the laws of the State of California, and having its office and principal place of business in the City and County of San Francisco, State of California, hereinafter called the Sierra Railway, party of the first part, and SUGAR PINE RAILWAY COMPANY, a corporation duly organized and incorporated under and by virtue of the laws of the State of California, and having its office and principal place of business in the town of Sonora, County of Tuolumne, State of California, hereinafter called the Sugar Pine Railway, party of the second part;

WHEREAS, on the eighth day of June, Nineteen Hundred and eight, the parties hereto entered into a certain trackage agreement hereinafter designated as the original trackage agreement, and

WHEREAS, it is necessary and expedient to provide for certain contingencies arising relating to the joint use of the track by the parties hereto in accordance with said agreement.

NOW, THEREFORE, this agreement

W i t n e s s e t h:

For and in consideration of the mutual covenants and agreements herein contained, the parties hereto hereby contract and agree as follows:-

1.

This agreement is effective November first, Nineteen Hundred and Sixteen, the date hereof, and shall continue in full force and effect unless otherwise cancelled or modified by the parties hereto until the eighth day of June, Nineteen Hundred and Thirty-three.

2.

The original trackage agreement between the parties hereto and hereinafter referred to remains in effect in all particulars except as herein changed or modified.

3

In addition to such authority as may have been hereinbefore granted by the Sierra Railway to the Sugar Pine Railway in the original trackage agreement to haul or transport loaded cars of lumber or its products from Ralph to Sonora, and empty cars between said stations, and under conditions as therein specified to haul less than carload shipments between various points between Ralph and Sonora, the Sugar Pine Railway is hereby granted the right to use the railroad tracks of the Sierra Railway between the city of Sonora, County of Tuolumne, State of California, hereinafter called Sonora, and the station known as Ralph on the line of the Sierra Railway in the same County, hereinafter called Ralph, during the term of this agreement, for the purpose of hauling and transporting thereover cars loaded or partly loaded but subject, however, to the stipulations hereinafter contained and not otherwise.

4.

The Sugar Pine Railway may haul cars partly loaded with sash, doors and mill work manufactured at Sonora from Sonora to Standard for the purpose of the completion of loading of such cars, but such loaded cars shall be tendered to the Sierra Railway at Standard for transportation to destination, subject to usual tariff charges. For the movement from Sonora to Standard under this section no trackage charge shall be made.

5.

The Sugar Pine Railway may haul in its own trains over the tracks of the Sierra Railway loaded or partly loaded cars as specified in this section at trackage rates as shown below.

TRACKAGE RATES

<u>COMMODITY</u>		Trackage rate Per car
Mill refuse from Sonora to Standard		\$3.00
Sand, Rock and Gravel in straight or mixed carloads	) between Granite Spur and Standard	3.00
Sand, Rock and Gravel in straight or mixed carloads	) between Ralph and Standard	5.00
Donkey engines Logging equipment Railroad ties and other track material	) between Ralph and Sonora of Standard	5.00

Above cars may be stopped at intermediate stations to be partially loaded or partially unloaded, and but one trackage charge shall be made for the complete movement. There shall be no trackage charge on empty cars used in the above movements.

6.

Except as otherwise specified in the original trackage agreement and this agreement, the Sierra Railway shall receive its tariff rates on all movements of freight over the Sierra Railway handled by the Sugar Pine Railway under this agreement.

7.

All carload freight originating on the line of the Sugar Pine Railway and destined to points west of Sonora shall be delivered to the Sierra Railway at Ralph. All carload freight originating at Standard destined to points west of Sonora shall be delivered at Standard to the Sierra Railway.

All carload freight originating west of Sonora on the line of the Sierra Railway or connections and destined to any point on the Sugar Pine Railway shall be delivered by the Sierra Railway to the Sugar Pine Railway at Ralph and if destined to Standard shall be delivered by the Sierra Railway at Standard.

8

The Sugar Pine Railway agrees to indemnify the Sierra Railway for any loss or damage suffered by the Sierra Railway by virtue of any failure by the Sugar Pine Railway to comply with the laws governing safety appliances in relation to its trains while operating over the Sierra Railway.

9.

The Sugar Pine Railway hereby assumes all risks of liability loss or injury which shall in any manner occur upon or to its property, equipment and appurtenances while being used by said Company on tracks of the Sierra Railway under this agreement, whether to property of the Sugar Pine Railway, or property in its custody or to its employees or which third persons, or property of third persons, shall suffer by reason of the movement of any train or car of the Sugar Pine Railway while being operated under this agreement. This section shall be inoperative if loss or injury shall be caused by or due to the negligence or error of any train dispatcher of the Sierra Railway Company.

10.

When freight tariff charges are paid the Sierra Railway for movement of freight in Sugar Pine Railway trains no trackage charge shall be assessed for the same shipment.

11.

This agreement is made subject to the approval of the Railroad Commission of the State of California providing under advice of Counsel such approval is necessary.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be signed by their proper officers thereunto duly authorized so to do, and their respective corporate seals to be affixed hereto the day and year first above written. Executed in duplicate.

By SIERRA RAILWAY COMPANY OF CALIFORNIA,
Wm. H. Crooker, Vice-Pres.
J. T. Bullock, Secretary.

By SUGAR PINE RAILWAY COMPANY
R. D. Robbins, President
Secretary.

(SEAL)

THIS AGREEMENT, made and entered into this / 2nd day of April, 1918, by and between SIERRA RAILWAY COMPANY OF CALIFORNIA, a corporation, party of the first part, and SUGAR PINE RAILWAY COMPANY, a corporation, as party of the second part, and STANDARD LUMBER COMPANY, a corporation, as party of the third part, all corporations organized and existing under and by virtue of the laws of the State of California;

W I T H E S S E T H:-

THAT WHEREAS, Sugar Pine Railway Company is at date hereof the owner and holder of certain trackage rights and privileges granted to it by the Sierra Railway Company of California, the same being evidenced by two separate agreements entered into by and between said corporations, dated, respectively, the 8th day of June, 1903, and the 1st day of November, 1916, copies of which said agreements are hereto attached and made part hereof; and

WHEREAS, Sugar Pine Railway Company is about to lease its said line of railway and equipment to Standard Lumber Company, party of the third part herein, for the term of fifteen (15) years upon the terms and conditions of a certain lease dated April 12, 1918, containing reservations therein permitting said Sugar Pine Railway Company to have the use of said railway and equipment from time to time in order to discharge its obligations as a common carrier; and

WHEREAS, the parties hereto desire to provide that during the term of said lease between said Sugar Pine Railway Company and said Standard Lumber Company, said Standard Lumber Company may have the benefit of said trackage agreements and assume the obligations thereof, subject at all times, however, to the primary liability of said Sugar Pine Railway Company to said Sierra Railway Company of California;

NOW THEREFORE, in accordance with the provisions of said trackage agreements respecting modifications thereof by mutual consent and in consideration of the premises and for and in consideration of the mutual covenants and agreements upon the part of all parties hereto and herein contained, it is hereby stipulated and agreed by and between the parties as follows:-

1

The trackage agreement among the Sierra and Sugar Pine railways and the Standard Lumber Company was effective April 1918. It leased the Sugar Pine Railway and equipment to the Standard Lumber Company for 15 years while allowing the Sugar Pine "to have the use of said railway and equipment from time to time in order to discharge its obligations as a common carrier." The SLC was also to enjoy the Sugar Pine's trackage agreements already negotiated with the Sierra Railway.
Fibreboard Corporation

1918 TRACKAGE AGREEMENT

First: The said Sierra Railway Company of California hereby consents that all the rights and privileges granted to said Sugar Pine Railway Company under the terms and conditions of said agreements attached hereto and made part hereof, may inure to the benefit of and be exercised by said Standard Lumber Company while it remains the lessee of said railroad and equipment referred to in said agreements;

And said Standard Lumber Company hereby accepts each and every provision contained in each of said agreements and agrees upon its part duly to perform each and all of the terms and conditions thereof;

And said Sugar Pine Railway Company hereby agrees that at all the times during the terms specified in said trackage agreements it will and does hereby guarantee to said Sierra Railway Company of California that each and all the terms and conditions of said trackage agreements shall be duly performed by said Standard Lumber Company in accordance with the provisions thereof.

It is understood and agreed that the intention of the parties hereto is that said trackage agreements shall remain in full force and effect in all particulars as therein set forth, the purpose hereof being to accord to the Standard Lumber Company the right to operate the railroad owned by the Sugar Pine Railway Company under the terms of a certain lease entered into on the 12th day of April, 1918, by and between said Sugar Pine Railway and Standard Lumber Company, containing a reservation therein to the effect that said Sugar Pine Railway Company may operate said road from time to time in order to discharge its obligations as a common carrier;

It is further understood and agreed that all statements, bills and charges thereunder, claims for damages or indemnities and any and all orders or directions in connection with the provisions of or carrying out said trackage agreements shall be henceforth delivered to the Standard Lumber Company by said Sierra Railway Company of California, and in the event of any failure upon the part of the Standard Lumber Company to comply with any of the terms and conditions

of said trackage agreements, then and in that event at all of said times the said Sugar Pine Railway Company shall hold itself ready duly to perform the same in accordance with the terms and conditions thereof;

Nothing contained herein shall be construed to impair or diminish the rights of liabilities of the original parties to said trackage agreements or to in anywise impair the rights of the Sugar Pine Railway Company reserved in its said lease to the Standard Lumber Company to use and operate said railway and equipment from time to time, as in said lease provided.

IN WITNESS WHEREOF, said party of the first part Sierra Railway Company of California has caused its corporate name to be hereunto subscribed and its corporate seal to be hereunto affixed by its ^{Vice} President and Secretary, respectively, thereunto duly authorized by its Board of Directors, and the Sugar Pine Railway Company has caused its corporate name to be hereunto subscribed and its corporate seal to be hereunto affixed by its President and Secretary, respectively, thereunto duly authorized by its Board of Directors, and the Standard Lumber Company has caused its corporate name to be hereunto subscribed and its corporate seal to be hereunto affixed by its ^{Vice} President and Acting Secretary, respectively.

SIERRA RAILWAY COMPANY OF CALIFORNIA,

By

W. H. Brock
Vice President

J. T. Bullock
Secretary.

SUGAR PINE RAILWAY COMPANY,

By

R. D. Roams
President

J. D. Roams
Secretary.

STANDARD LUMBER COMPANY,

By

Wm. G. Sutton
Vice President

L. Roach
Acting Secretary.

TONNAGE AND COMMODITIES TRANSPORTED, 1915-1917

March 9, 1918.

Dear Mr. Robbins:

We have hurriedly gone over the Sugar Pine records of tonnage and commodities transported during the year 1917, and Mr. Parke arrived at the following summary:

	Standard Lumber Co.		Other than Standard Lumber Co.	
	Cars	Tons	Cars	Tons
Steel Rails	21	469		
Machinery (a)	64	916	6	82
Merchandise	1	15	2	25
Logs	3522	94598	3	96
Fence Posts			1	15
Junk (b)	18	310		
Lumber (b)	24	400	81	2145
Hay	17	122	4	34
Cement			8	245
H. H. Goods			1	10
Coal			1	10
Fuel Oil			4	1 00
LCL mdse	22 (d)	325	5	67
	3689	97155	116	2329

(a) - Machinery - The Standard Lumber Company item is made up chiefly of donkey engines sent down to Standard Machine Shop for repairs and the Empire Railroad equipment, including rails and hoisting engines.

(b) - Junk - The Standard Lumber Company item is made up chiefly of equipment of all kinds and miscellaneous scrap materials coming from the South Fork Mill and Camps.

(c) - Lumber - The Standard Lumber Company items consist chiefly of lumber cut at the South Fork Mill in the Spring of 1917.

(d) - Less than carload shipments were consolidated and estimated at 15 tons for the average carload.

From the totals you will note that approximately 97% of the tonnage all over the road was Standard Lumber Company business.

Handwritten signature

In support of the Standard Lumber Company's application to lease the Sugar Pine Railway, the railway's records of tonnage and commodities for 1915 through 1917 were tallied. This interoffice correspondence was the basis for the formal application.

Fibreboard Corporation

-2-

Mr. Robbins

3/9/18

The gross freight transportation revenue for the year 1917 was \$76,441.08, of which amount \$76,326.89 (approximately 96% of the total) was Standard Lumber Company business, and the remaining 4%, \$314.19 was other than Standard Lumber Company.

During the year 29 cars of fuel oil weighing approximately 725 tons were hauled over the line for Sugar Pine Railway Company locomotive fuel. This was billed "dead-head". There were also approximately 39 tons of miscellaneous merchandise and 25 tons of miscellaneous lumber hauled "dead-head" over the Sugar Pine Railway Company for its own use in maintenance and upkeep of roadway, structures, etc. This does not include hauling ties. Most of the ties were thrown on empty cars coming back from the logging camps and distributed along the line where needed, and the ties, therefore, were not waybilled, and we have no record of the tonnage of ties that were transported.

I trust the foregoing will give you all the data you require to make up the figures you want to present to the Commission.

If there is anything further, if you will call me on the 'phone Monday, I will try to dig it out for you.

Very truly yours,

JCR
E

Mr. L. M. Robbins,
San Francisco, Cal.

Form C-3 3M 6-17

Standard Lumber Company

Sonora, California

Inter-Office Correspondence

Sonora, Cal., April 26, 1918.

Mr. R.

Following are the tonnage figures over the Sugar Pine Railway for the years 1915 and 1916, all as per your instructions:

1915

	S. L. Co		S. P. Ry.		Others	
	Cars	Tons	Cars	Tons	Cars	Tons
Logs	3272	91 042	-	-	-	-
Lumber	94	1 049	1	15	2	63
Rail	2	70				
Machinery	29	438			10	180
Hay	3	22			4	46
Cement					36	1124
Twisted Steel					8	300
Refuse Lime					3	45

L.C.L. 13 197 1 21
(Averaged 30,000 car)

$3413 \cdot 92818 = 97\%$
 1915
 $69-1953-29$
 20%

	S. L. Co		S. P. Ry.		Others	
	Cars	Tons	Cars	Tons	Cars	Tons
Logs	3476	84 820				
Lumber	316	6 546				
Rail	5	137			1	19
Machinery	27	410			4	61
Hay	14	119	1	11	4	47
Fuel Oil	5	124				
Cement					5	152
Cont. Outfit					11	228

L.C.L. Mase 40 593 2 29
(Averaged 15,000 car)

$3885-92749$
 99%
 $29-574$
 10%
 10%

HBH

TONNAGE AND COMMODITIES TRANSPORTED, 1915-1917

	1915		1916	
	SLC	other	SLC	Other
Jan	132.00		57.00	
Feb	222.00		48.00	
Mch	39.00		196.42	25
April	2768.55	231	5957.30	8275
May	6639.57	8.05	11507.40	28186
June	9826.05	3.15	11062.63	30243
July	9250.11	24.82	10996.14	19579
Aug	7727.47	401.67	11438.06	27183
Sep	5866.54	1134.21	12170.42	50275
Oct	5160.72	1453.30	9866.17	26338
Nov	600.19	1087.86	5924.22	20784
Dec	78.00	219.91	2057.32	3817
91.75%	48310.20	4335.28	97.43% 81281.08	257% 2147.05
8.24%	4335.28		2147.05	
	<u>52645.48</u>		<u>83428.13</u>	
Longer			an.	
Longer			82234.13	
Gen. 14 5500	<u>52645.48</u>		21194.	<u>83428.13</u>

1918 DOCUMENTS IN SUPPORT OF LEASE APPLICATION

Law Offices
SANBORN & ROEHL
Humboldt Bank Bldg.,
San Francisco,
Phone Garfield 2800

H. H. Sanborn
A. B. Roehl

April 18, 1918.

Mr. D. H. Steinmetz,
General Manager,
Sugar Pine Railway,
Sonora, California.

Dear Sir:

In support of application to lease railway of Sugar Pine Railway Company to Standard Lumber Company, we wish to make a showing to sustain our position, and would like to have the following information prepared, making four copies of each, to submit in form of exhibits:-

-I-

Statement showing present valuation of property. In compiling this statement we would suggest that you use as a basis the figure of \$312,619.27 found by the Commission in its decision of January 2, 1915, to be reproduction value less depreciation. To this valuation add permanent betterments, improvements and additions to property since June 30, 1913, deducting therefrom proper depreciation accruing since that date.

-II-

Statement showing number of locomotives and cars owned by Sugar Pine Railway which will be leased to Standard Lumber Company, stating the different types of locomotives and kind and capacity of cars.

-III-

Statement for each of the last five years showing:

A. Gross Earnings	\$	_____
B. Operating Expenses	\$	_____
C Taxes	\$	_____
D Total Expenses		_____
E. Net Income		_____
F Bond Interest	\$	_____
G Other Deductions	\$	_____
H Total Bond Interest & Deductions		_____
I Surplus or Deficit		_____

-IV-

Statement showing total tonnage handled by the road for each of the last years, subdivided to show the amount shipped by the Standard Lumber Company and the amount shipped by other concerns.

In support of an application for the Standard Lumber Company to lease the Sugar Pine Railway, the company had to submit profit and loss statements from 1913 through 1917, commodity tonnage reports for 1915 through 1917, as well as a statement indicating the Sugar Pine's first mortgage bond holders, a 1918 list of its locomotives and rolling stock and a 1918 valuation of the company's railroad and equipment.
Fibreboard Corporation

-2-

-7*

Statement showing total amount of bonds outstanding, the amount held by Standard Lumber Company and the amount held by outsiders.

There may be a small amount of additional information required, and if so, we will advise you in ample time to have it prepared.

Commissioner Loveland was unable to give us as early a hearing as we would have liked because his physician refused to allow him to leave town this week, and next week as well as that following he has cases set in Los Angeles. The earliest date we could get is May 7th, and the case has been set for hearing at Sonora, at 3. P.M. on that date.

Yours very truly

Santorn & Roehl

LHS H

April 23, 1918.

Mr.-Steinmetz:

Referring to the Sanborn & Roehl
letter of April 18th:

I am attaching hereto all the data requested excepting the statement showing the tonnage handled over the Sugar Pine Railway for the last three years. We still have about two days more work on this before it will be ready.

The Income and Profit and Loss statements for the last five years are not prepared exactly on the form suggested by Mr. Sanborn. The reason for this is that his form does not conform to the Commerce Commission's forms, and Mr. Sanborn did not say whether such items as rental of cars, locomotives and work equipment, and rental of tracks, etc. should be included under B, Operating Expenses, or under G, Other Deductions. If the statements as I have prepared them will not answer he can easily re-write them and group the various items in any way that he wants.

I thought best to give him the details and let him arrange the items as he wants them rather than take a chance of my not guessing right. The numbers set opposite the various items are the Railroad Commission's account numbers with which Mr. Sanborn is no doubt familiar.

Respectfully,

JCR
h

I N C O M E
and
P R O F I T & L O S S A C C O U N T .

Year - 1918.

4501	Gross Earnings		83 533.64
531	Operating Expenses	80 366.49	
532	Taxes	<u>3 178.99</u>	
	Total Expenses		<u>83 545.48</u>
	Net. Oper. Income		11.84
536	Hire Frt. Cars	2 457.42	
537	Rent of Locomotives	72.00	
541	Joint Facility Rents	3 315.00	
546	Interest Funded Debt - Bonds	9 000.00	
"	Do. - Misc.	21.73	
620	Delayed Income Debits	<u>578.29</u>	
	Total Interest & Other Deductions		<u>15 444.44</u>
	<u>DEFICIT</u>		<u>15 456.28</u>

I N C O M E
and
PROFIT & LOSS ACCOUNT.

Year - 1914.

501	Gross Earnings		88 836.31
531	Operating Expenses	58 279.19	
532	Taxes	<u>4 001.31</u>	
	Total Expenses		<u>62 279.50</u>
	Net Oper. Income		20 556.81
536	Hire Frt. Cars	1 584.28	
537	Rent of Locomotives	280.00	
541	Joint Facility Rents	3 751.00	
546	Interest Funded Debt - Bonds	9 000.00	
"	Do. - Misc.	92.03	
620	Delayed Income Debits	<u>* 6 662.41</u>	
	Total Interest & Other Deductions		<u>21 369.69</u>
	<u>DEFICIT</u>		<u>812.88</u>

* Tax Adjustment.

I N C O M E
and
DEFICIT & LOSS ACCOUNT

Year - 1915.

501	Gross Earnings		52 599.54
531	Operating Expenses	50 095.69	
532	Taxes	<u>2 814.77</u>	
	Total Expenses		<u>52 910.36</u>
	Net Oper. Income		310.82
536	Hire Prt. Cars	316.43	
541	Joint Facility Rents	2 518.00	
546	Interest Funded Debt - Bonds	9 000.00	
"	Do. - Misc.	897.24	
620	Delayed Income Debits	<u>608.54</u>	
	Total Interest & Other Deductions		<u>13 340.21</u>
	<u>DEFICIT</u>		<u>13 651.03</u>

I N C O M E
and
PROFIT & LOSS ACCOUNT.

Year - 1916.

4501	Gross Earnings		83 428.13
531	Operating Expenses	65 744.36	
532	Taxes	<u>4 416.73</u>	
	Total Expenses		<u>70 161.09</u>
	Net Oper. Income		<u>13 267.04</u>
507	Rent from Work Equip.		<u>700.00</u>
	Total Net Oper. Income		<u>13 967.04</u>
536	Hire Frt. Cars	310.90	
537	Rent of Locomotives	214.00	
540	Rent Work Equip.	22.66	
541	Joint Facility Rents	3 785.00	
546	Interest Funded Debt - Bonds	9 000.00	
"	Do. - Misc.	<u>2 362.50</u>	
	Total Int. & other Deductions		<u>15 694.36</u>
	<u>DEFICIT</u>		<u>1 727.32</u>

DEFICIT

INCOME
and
PROFIT & LOSS ACCOUNT.

Year - 1917.

4001	Gross Earnings		78 004.08
531	Operating Expenses	75 132.63	
532	Taxes	<u>4 095.22</u>	
	Total Expenses		<u>79 227 85</u>
	Net Oper. Income		1 225.77
536	Hire Frt. Cars	772.21	
541	Joint Facility Rents	3 614.00	
546	Interest Funded Debt - Bonds	9 000.00	
"	Do. - Misc.	2 306.04	
620	Delayed Income Rebate	<u>56.17</u>	
	Total Int. & other Deductions		<u>15 708.42</u>
	<u>DEFICIT</u>		<u>17 022.19</u>

OWNERSHIP OUTSTANDING SUGAR PINE RAILWAY COMPANY

FIRST MORTGAGE BONDS.

STANDARD LUMBER COMPANY	155 Bonds	\$ 155 000.00
SIERRA RAILWAY COMPANY Sinking Fund Trustee	25 Bonds	25 000.00
TOTAL OUTSTANDING	180 Bonds	\$ 180 000.00

April 1st, 1918.

SUGAR PINE RAILWAY COMPANY EQUIPMENT.

Locomotives:

- 1 - 60 Ton Geared Shay
- 1 - 52 Ton Geared Heislör
- 1 - 85 Ton Geared Heislör

FLAT CARS:

- 69
- 79 - 80000# Capacity
 - 16 - 60000# Capacity

Special Cars:

- 2 Kent & Mdee. Cars (Mounted on 60000# Capacity Flat Cars.)

Work Equipment:

- One Steam Shovel Outfit, consisting of one Marion Steam Shovel, one oil car and one water car.
- One Wrecking Outfit (Mounted on one 80000# Capacity Flat Car)
- 3 Ballast Cars.
- 3 Gasoline Section Service Cars.
- One Dining Car (Mounted on 60000# Capacity Flat Car.)
- One Sunk House Car. (Mounted on 80000# Capacity Flat Car.)

Miscellaneous:

- One Caboose
- One Gasoline Auto - Officers Track Car.

April 1st, 1918.

ROAD AND EQUIPMENT VALUATION.April 1st, 1918.

Value of Roadway and Equipment on
June 30, 1913, according to the
findings of the Railroad Commission
of the State of California, given in
its decision of Jan. 2, 1915. (Repro-
duction Valuation less Depreciation.)

312 619.27

Additions and Betterments to Roadway
and track structures

7 064.60

Work Equipment purchased, less depre-
ciation on all work equipment from
June 30, 1913 to Apr. 1, 1918.....

6 843.71

Additional Locomotives and cars since
June 30, 1913, less retirements and
depreciation on equipment.....

13 314.24

Stores and Supplies April 1, 1918,

exceed Stores and supplies June 30, 1913..

1 423.17

Net Increase

2 017.24

VALUE April 1st, 1918 on above Basis

314 636.61

SUGAR PINE RAILWAY COMPANY
Sonora, California

COMMODITY TONNAGE REPORT

Calendar Year 1915

	Standard Lumber Co. Cars	Tons	Cars	Others Tons
Logs	3 272	91 042		
Lumber	94	1 049	2	63
Rail	2	70		
Machinery	29	438	10	180
Hay	3	22	4	46
Cement			36	1 124
Twisted Steel			8	300
Refuse Lime			3	45
L.C.L. (Average 30,000 $\frac{1}{2}$ car)	13	197	6	95
TOTAL	3 413	92 818	69	1 853

Total freight revenue for the year:

Standard Lumber Company	\$48,310.20
Others	4 335.28
Total	52 645 48

The number of carloads and the number of tons of freight carried for the Standard Lumber Company is approximately 98% of the total cars and tons freight carried.

Non Revenue freight:

During the year 36 tons of lumber and miscellaneous supplies, etc. for the Sugar Pine Railway Company property maintenance was hauled over the road, and 18 cars of fuel oil for Sugar Pine Railway Company operation, weighing approximately 433 tons.

SUGAR PINE RAILWAY COMPANY
Sonora, California

COMMODITY TONNAGE REPORT

Calendar Year 1916

	Standard Lumber Co.		Others	
	Cars	Tons	Cars	Tons
Logs	3 478	84 820		
Lumber	316	6 546		
Rail	5	137	1	19
Machinery	27	410	4	61
Hay	14	119	4	47
Fuel Oil	5	124		
Cement			5	152
Contractor Outfit			11	228
L. C. L. (Average 30000# car)	40	593	4	67
TOTAL	3 885	92 749	29	574

Total freight revenue for the year:

Standard Lumber Company	\$ 81 281 08
Others	2 147 05
Total	83 428 13

The number of carloads and the number of tons of freight carried for the Standard Lumber Company is approximately 99% of the total cars and tons freight carried.

Non Revenue freight:

During the year 40 tons of lumber and miscellaneous supplies, etc. for the Sugar Pine Railway Company property maintenance was hauled over the road, and 36 cars of fuel oil for Sugar Pine Railway Company operation, weighing approximately 892 tons.

SUGAR PINE RAILWAY COMPANY
Sonoma, California

COMMODITY TONNAGE REPORT

Calendar Year 1917

	Standard Lumber Co Cars	Tons	Others Cars	Tons
Steel Rails	21	469		
Machinery	64	916	6	82
Merchandise	1	15	2	25
Logs	3522	94 598	3	96
Fence Post			1	15
Junk	18	310		
Lumber	24	400	81	2145
Hay	17	122	4	34
Cement			8	245
H H Goods			1	10
Coal			1	10
Fuel Oil			4	100
L.O. Miso (Average 30000 $\frac{1}{2}$ Car)	22	325	5	67
Total	3 689	97 155	116	2 829

Total freight Revenue for year

Standard Lumber Company	\$73 326 89
Others	3 114 19
Total	76 441 08

The number of carloads and the number of tons of freight carried for the Standard Lumber Company is approximately 97% of the total cars and tons freight carried.

Non Revenue freight:

During the year 64 tons of lumber and miscellaneous supplies, etc. for Sugar Pine Railway Company maintenance was hauled over the Sugar Pine Railway, and 29 cars of fuel oil for Sugar Pine Railway Company was hauled for Sugar Pine Railway Company operation, weighing approximately 725 tons.

W. R. PICKERING, PRESIDENT

W. A. PICKERING, VICE-PRESIDENT

T. M. BARNHAM, SECRETARY

Standard Lumber Company

SUGAR AND WHITE-PINE LUMBER



SASH, DOORS, MOULDINGS, BOX, SHOOKS.

Kansas City, Mo.

December 8, 1920.

Mr. J. F. Shuman,
Crocker Building,
San Francisco, Cal.

Dear Sir:

Referring to the application of the Sugar Pine Ry.Co.
to be relieved of public service duties:

We are enclosing herewith the following:

1. Balance sheet as shown by the books of the Sugar Pine Ry.Co. on September 30, 1920.
2. Reconstructed balance sheet as of September 30, 1920 showing condition if the contract of April 12, 1918, with the Standard Lumber Company had not been made.
3. Balance sheet with same showing as No.2 except more in detail.
4. Statement showing Income and Profit & Loss account for period of thirty-three months January 1, 1918, to September 30, 1920, as the same would have been had the contract of April 12, 1918, with the Standard Lumber Company not been made.
5. Statement showing operating expenses from May 1st, 1918 to September 30, 1920, and which for the period mentioned were paid by the Standard Lumber Co.

From these statements it will be noted that during the period January 1, 1918, to September 30, 1920, there was an actual loss of \$70,570.26. It will also be noted from the reconstructed balance sheet that there is an actual total deficit of \$266,115.68, and that the Sugar Pine Ry.Co. owes the Standard Lumber Company \$416,292.63, which does not include any interest on open account.

This cover letter and attachments were written to support the Standard Lumber Company's application to be relieved of its duties as a common carrier and its attendant public service requirements. The balance sheets, income, profit and loss accounts and operating expenses provide an official status report on the Sugar Pine Railway between 1918 and 1920. Note the transition evident in the Standard Lumber Company letterhead and ownership by the Pickerings. Fibreboard Corporation

Further it will be necessary that the Sugar Pine Railway be entirely relayed with heavier steel before the next year's operations, in fact we have already arranged for the purchase of 70# steel to be used in relaying the track, this purchase being made from Mr. Jno.G.Sutton.

These statements are made up from information obtained from the Standard office at Sonora and are forwarded you for your information in handling the matter before the Commission.

Yours very truly,

STANDARD LUMBER COMPANY

TMB-E

Copies to Mr.D.H.Steinmetz ✓
Mr.Jesse Andrews

Secretary.

(1)

SUGAR PINE RAILWAY COMPANY
Sonora, California.

BALANCE SHEET

Sept. 30, 1920.

As Shown By Books.

ASSETS

Road Purchased	237,746.33	
Additional & Betterments	<u>35,817.73</u>	273,564.06
Equipment	107,230.09	
Less Depreciation	<u>20,313.90</u>	86,916.19
Cash on Hand		<u>26.04</u>
		360,506.29

LIABILITIES

Pay Rolls		253.60
<u>Accounts Payable</u>		
Standard Lumber Company		66,939.33
Taxes Accrued		875.83
Capital Stock		250,000.00
Gross Earnings	9,768.97	
Less Operating Expense	<u>2,303.83</u>	
Net Earnings	7,465.14	
Surplus	<u>34,972.39</u>	<u>42,437.53</u>
		360,506.29

SUGAR PINE RAILWAY COMPANY

Sonora, California.

Reconstructed Balance Sheet as of September 30, 1920,
Showing Condition had the Contract of April 12, 1918,
with Standard Lumber Company not been made.

- - - - - A S S E T S - - - - -

<u>Cash</u>				26.04
<u>Fixed Assets</u>				
Roadway Track, etc.	237,746.33			
Additions & Betterments	<u>35,817.73</u>	273,564.06		
Equipment	<u>157,112.26</u>			
Less Depreciation	<u>29,395.98</u>	<u>127,716.28</u>	<u>401,280.34</u>	
			<u>401,306.38</u>	

- - - - - L I A B I L I T I E S - - - - -

<u>Bonded Indebtedness</u>				
Bonds owned by Standard Lumber Co.		180,000.00	✓	
<u>Bond Interest</u>				
Due to Standard Lumber Co.		87,650.00		
<u>Standard Lumber Company</u>				
Open Account		<u>148,642.63</u>	416,292.63	
<u>Accrued Taxes</u>			875.83	
<u>Accounts Payable - Pay Rolls</u>			253.60	
Capital Stock			250,000.00	
Surplus or Deficit			<u>266,115.68</u>	
			<u>401,306.38</u>	

NOTE:-

The Sugar Pine Ry. owes Standard Lbr. Co. 416,292.63
There is a Deficit of 266,115.68
The amount owing to Standard Lumber Company does not include any interest
on the open account.

SUGAR PINE RAILWAY COMPANY

Sonora, California.

Reconstructed Balance Sheet as of September 30, 1920,
Showing Condition had the Contract of April 12, 1918,
with Standard Lumber Company not been made.

----- A S S E T S -----

Cash				26.04
<u>Fixed Assets</u>				
Roadway Track, etc.	237,746.33			
Additions & Betterments	35,817.73	273,564.06		
Equipment	157,112.26			
Less Depreciation	<u>29,395.98</u>	<u>127,716.28</u>	<u>401,280.34</u>	
			<u>401,306.38</u>	

----- L I A B I L I T I E S -----

<u>Bonded Indebtedness</u>				
Bonds owned by Standard Lumber Co.		180,000.00		
<u>Bond Interest</u>				
Due to Standard Lumber Co.		87,650.00		
<u>Standard Lbr.Co. open a/c (Books)</u>	66,939.33 ✓			
Locomotive & Cars	49,882.17 ✓			
Operating Expense 5/1/18 to 9/30/20	224,926.77 ✓			
Taxes on 216227.76	11,351.96 ✓			
Lease Rental Cancelled	<u>14,145.16</u> ✓			
	<u>367,245.39</u>			
Less				
Freight on Standard Lumber				
Company Business	216,227.76 ✓			
Item of Bond Interest, in-				
cluded in Books				
Balance	<u>2,375.00</u>	<u>218,602.76</u>	<u>148,642.63</u>	416,292.63
<u>Accrued Taxes</u>				875.83
<u>Accounts Payable - Pay Rolls</u>				253.60
Capital Stock				250,000.00
Surplus or Deficit				
Balance 1/1/18		3,291.75		
a/c Adjustment of Values by Commission				
Oct., 1918, as of 1913		13,255.67		
Loss for 33 months to 9/30/20		<u>70,570.26</u>	<u>266,115.68</u>	
			<u>401,306.38</u>	

NOTE:-

The Sugar Pine Ry. owes Standard Lbr.Co. 416,292.63
There is a Deficit of 266,115.68
The amount owing to Standard Lumber Company does not include any interest
on the open account.

SUGAR PINE RAILWAY COMPANY, SONORA, CALIF.

INCOME and PROFIT & LOSS ACCOUNT

For Period of 33 Months
From
Jan. 1, 1918, to Sept. 30, 1920

(4)

Operating Income

Freight Revenue			
Standard Lbr. Co. to 5/23/18	14,135.70		
" 5/23/18 to 9/30/20	216,227.76 ✓		230,363.46
Outside business	19,197.15		
Less Error	<u>68.08</u>		<u>19,129.07</u>
Total			249,492.53

Operating Expenses & Taxes

Transportation (Books)	42,403.68 ✓		
Less Error	68.08		
Less Depreciation included	<u>1,672.45</u>	<u>1,740.53</u>	40,665.16
Standard Lbr. Co.		<u>224,926.77</u>	265,591.93
Equipment Depreciation included in Operating Expense on Books	1,672.45		
" " Standard Lbr. Co. a/c	<u>9,082.08</u>		10,754.53
Taxes (Books)	2,768.55 ✓		
5½ on 216,227.76 a/c Stand. Lbr. Co. bus.	<u>11,351.96</u>		<u>14,120.51</u>
Total			<u>290,466.97</u>

Operating Deficit 40,974.44

Other Charges

Interest on Bonded Indebtedness		24,750.00	
" " other (Books)	7,220.82 ✓		
less Bond Interest included	<u>2,375.00</u>	<u>4,845.82</u>	29,595.82
Net Deficit for Period			<u>70,570.26</u>

Note #1: No interest has been included on the indebtedness to the Standard Lumber Company on open account.

Note #2: No depreciation has been taken on roadway and track.

Note #3: The above statement is a reconstructed statement to reflect the operation as it would have been had the contract of April 12th, 1918, with the Standard Lumber Company not been made.

(5)

SUGAR PINE RAILWAY COMPANY

Operating Expenses Paid by the Standard Lumber Company for the Period May 1st, 1918, to September 30th, 1920, and showing that Portion of Same Chargeable to the Sugar Pine Railway Company.

Roadway Superintendence	3,397.15
Roadway Maintenance	100,537.78
Roadway Bldgs. Maintenance	1,729.19
Roadway Board'g Hse. Loss	1,596.14
Miscellaneous Roadway Expenses	4,361.51
Locomotive Repairs	39,467.26
Car Repairs	34,287.23
Other Equipment Repairs	607.26
Despatching	480.32
Train Employees	69,459.22
Fuel for Locomotives	91,839.57
Other Train Expenses	5,380.58
Casualty Expenses	700.23
Other Railway Expenses	848.32
Administration	105.00
Insurance	172.98
Other General Expenses	<u>107.25</u>

TOTAL SONORA TO LOG CAMP 355,076.99

Total Sonora to Lyons Dam, the terminus of the Sugar Pine Ry.Co. is estimated as being 60% of the expenses over the entire railroad 213,046.19

Car Rentals (all S.P.)	1,225.27
Track Rentals do	<u>10,655.31</u>

TOTAL SONORA TO LYONS DAM 224,926.77 ✓

5

- Aug 5th 1921
- 1 C & E Eng 5
Long Siding
Eng 5 run Extra Long Siding to Ratch Station and
return to Ratch this Order expires at 6 am
Gunnice 1130 am DR
 - 2 C & E Eng 5
Long Siding
Eng 5 run Extra Long Siding to Ratch
meet Extra 1 East at Newell
Newell 6 am DR
 - 3 C & E Eng 1
Ratch
Eng 1 run Extra Ratch to Long Siding
meet Extra 2 West at Newell
McMaster 6 am DR
 - 4 C & E Eng 1
Long Siding
Eng 1 run Extra Long Siding to Newell
McMaster 8 am DR
 - 5 C & E Eng 1
Newell
Eng 1 run Extra Newell to Long Siding
McMaster 9 am DR
 - 6 C & E Eng 1
Long Siding
Eng 1 run Extra Long Siding to
Ratch Station, Call at Ratch for
orders
McMaster 9⁴⁹ am DR
 - 7 C & E Eng 1
Ratch Station
Eng 1 run Extra Ratch Station to Long
Siding, Call at Newell for orders
McMaster 12³⁰ pm DR
 - 8 D & E Eng 1
Eng 1 run Extra Long Siding to Ratch Car at
Ratch Station for orders
McMaster 3 pm DR

These selected pages from the Sugar Pine Railway train order book cover August 1, 1921 and September 15, 1922: the 1921 pages being just before the company's change from a common carrier railroad and the 1922 pages being after it had become a purely industrial railroad dedicated entirely to hauling for the Pickering Lumber Company. Fibreboard Corporation

6

9. 4 E. Eng. 5
 Ralph
 On arrival of extra I went to Ralph
 Eng. 5 run extra Ralph to Long
 Siding call at Nelson for orders.
 Beske 3:52 pm D. H.
10. 4 E. Eng. 5-
 Long Siding
 Eng. 5 Extra Long Siding to Newer
 Paid at pass station for orders
 Beske 6:05 pm DR
11. 4 E. Eng. 5-
 Newer
 Eng. 5 run Extra Newer to Long Siding
 Beske 7:18 pm DR
12. 4 E. Eng. 3
 Rath Station
 Eng. 3 run Extra Rath Station to Fraser
 Beske 7:54 pm DR
13. 4 E. Eng. 5-
 Long Siding
 Eng. 5 run Extra Long Siding to Sequaia
 Beske 8:05 pm DR
14. 4 E. Eng. 3
 Fraser
 Eng. 3 run Extra Fraser to Sequaia
 Beske 9 pm DR
15. 4 E. Eng. 5-
 Sequaia
 Eng. 5 run Extra Sequaia to Long Siding
 Beske 9:02 pm DR
16. 4 E. Eng. 1
 Ralph
 Eng. 1 run Extra Ralph to Long Siding Call
 at Newer for orders
 Beske 9:07 pm DR

September 15-1922.

- 1 C & E. Eng. 10
Ralph
Eng. 10, run extra Ralph to Long Siding,
call at Newell for orders.
McMasters 6³⁰ am. D. T.
- 2 C & E. Eng. 10
Long Siding
Eng. 10, run extra Long Siding to Gurney
McMasters 8²⁹ am. D. T.
- 3 C & E. Eng. 10
Long Siding
Eng. 10, run extra Long Siding to
North Station, call at Farm for
orders.
McMasters 9³⁰ am. D. T.
- 4 C & E. Eng. 10
North Station
Eng. 10, run extra North Station to
Long Siding, call at Travel Pit for orders.
McMasters 12⁰⁰ pm. D. T.
- 5 C & E. Eng. 5
Ralph
Eng. 5, run extra Ralph to Long Siding,
meet extra 11³⁰ at Gurney.
Sampkins 2⁰³ pm. D. T.
- 6 C & E. Eng. 10
Long Siding
Eng. 10, run extra Long Siding
to Ralph, meet extra at Gurney.
McMasters 2⁰⁸ pm. D. T.
- 7 C & E. Eng. 5
Long Siding
Eng. 5, run extra Long Siding to
Newell.
Sampkins 4⁰⁵ pm. D. T.
- 8 C & E. Eng. 5
Newell
Eng. 5, run extra Newell to Long Siding
Sampkins 4⁴⁵ pm. D. T.

- 9 CTE Eng 5
Long Siding
Eng 5 run Extra Long Siding to Rath Station
Dempkins 554 pm SR
- 10 CTE Eng 5
Rath Station
Eng 5 run Extra Rath Station to Long Siding
Get at - Graves per Joe Orders
Dempkins 848 pm SR
- 11 CTE Eng I
Ralph
Eng I run Extra Ralph to Long Siding
Get at - Newell per Joe Orders
Gunnery 905 pm SR
- 12 CTE Eng I
Long Siding
Eng I run Extra Long Siding to Newell
Gunnery 1045 pm SR
- 13 CTE Eng I
Newell
Eng I run Extra Newell to Long Siding
Get at - Extra 5 West - at Gunnery
Gunnery 1125 pm SR
- 14 CTE Eng 5
Long Siding
Eng 5 run Extra Long Siding to Ralph mill
Extra I Get at - Gunnery this Order expires
at - Dec 6 am
Dempkins 1141 pm SR
- 1 CTE Eng I
Long Siding
Eng I run Extra Long Siding to Rath Station
and return to Ralph this Order expires at 6 am
Gunnery 1240 am SR
- 2 CTE Eng I
Parke Station
Eng I run Extra Parke Station to Ralph mill
extra 10 East at Newell
Gunnery 6 am
D. R.

- 3 C & E Eng. 10
Ralph
Eng. 10 Run Extra Ralph to Longsiding Mt.
Ext. I Near at Newell
McMaster 6³⁰ am
DR
- 4 C & E Eng. 10
Longsiding
Eng. 10 Run extra Longsiding to
Path Station, call at Flare
for orders
McMasters 8³⁰ am
S. R.
- 5 C & E Eng. 10
Path Station
Eng. 10 Run extra Path Station, call
at Flare for orders.
McMasters 12³⁰ pm
S. R.
- 6 C & E Eng. 1
Ralph
Eng. 1 Run extra Ralph to Long
siding, meet extra 15 min at Quarry
Langfins 2¹⁵ pm
S. R.
- 7 C & E Eng. 10
Longsiding
Eng. 10 Run extra Longsiding to Ralph,
meet extra 15 min at Quarry
McMasters 2³⁰ pm
S. R.
- 8 C & E Eng. 1
Longsiding
Eng. 1 Run extra Longsiding to
Newell.
Langfins 3⁵⁴ pm
S. R.
- 9 C & E Eng. 1
Newell
Eng. 1 Run extra Newell to Longsiding.
Langfins 4³⁰ pm
S. R.
- 10 C & E Eng. 1
Longsiding
Eng. 1 Run extra Longsiding
to Path Station, call for orders
Langfins 5¹⁶ pm
S. R.

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11 C&E Eng. I
Long Siding
Eng. I run Extra Rath Station to Long Siding
Call at Grange for orders
September 8 24 pm SR

12 C&E Eng. 5
Ralph
Eng. 5 run Extra Ralph to Long Siding Call
at Grange for orders
September 9 25 pm SR

13 C&E Eng. I
Long Siding
Eng. I run Extra Long Siding to Ralph must
bring 5 East at Grange this order expires
at 6 am
September 11 17 pm SR

14 C&E Extra 5 East -
Newell
Extra 5 East - must Extra I West at Grange
September 10 50 pm SR

15 C&E Eng. 5
Long Siding
Eng. 5 run Extra Long Siding to Rath Station
and return to Ralph this order expires at 6 am
September 11 24 pm SR

September 17-1922.

1 C&E Eng. 10
Ralph
Eng. 10 run Extra Ralph to Long
Siding call at Newell for orders
McMasters 6 am D. T.

2 C&E Extra 10 East
Newell
Extra 10 East Extra Motor & West
at Grange
McMasters 7 am D. T.

3 C&E Eng. 10
Long Siding
Eng. 10 run Extra Long Siding to
Ralph call at Newell for orders
McMasters 8 am D. T.

Form 578a
(Revised July, 1918)UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICES
Sales-Stanislaus
Punch Bowl Unit
Cow Creek Block

TIMBER SALE REPORT

Case designation

(This sheet should form the title page of the report)

Location of Tract: T 4N, R 18E and T 5N, R 18E, M.D.M. (Rejected Survey)
Adjacent to Cow Creek R.S. and east of Sonora-Mono Road.

Submitted by

(Date)

Approved:

(Date)

(Title)

(Title)

1. DESCRIPTION OF THE TRACT.

State definitely whether surveyed or unsurveyed. If surveyed, describe by section, township, range, and meridian; if unsurveyed, give approximate section, township, range, and meridian, and relative location to some well known stream, mountain, canyon, ranch, etc. The tract should, if possible, be a natural logging unit. Relation to private timber; total amount and location of stumpage that can be handled by same improvements. Give reasons for selecting the unit recommended. If the application is for only a portion of the logging unit or of the tract estimated, describe both the larger unit and tract applied for and give approximate acreage of each. State if previous cuttings have been made, their nature and extent. Describe boundaries and plat them on the map of the tract. See National Forest Manual, "The Cutting Area."

2. ESTIMATE.

Give date of estimate, per cent of area estimated, methods employed and reliability. Summarize estimate by types, when practicable, in Forester sales, in other sales when required, and for the area as a whole in all sales.

3. PRIVATE INTERESTS.

Claims, patents, buildings, rights-of-way, etc.

Report on claims (on the proper forms) whenever necessary.

4. AGRICULTURAL LANDS.

Give extent and location of agricultural lands; status of land classification, or, in the absence of classification, the agricultural possibilities as indicative of future alienation. Prepare memorandum (on a separate sheet) of any rights-of-way or other reservation which should be made at the time of the June 11th Settlement Survey. See Manual, "Where Timber May be Cut."

5. SILVICAL DESCRIPTION.

Give description of forest types present; distribution of age classes and stand; burns and old cuttings with character of their present stand. Discuss also:

A. Merchantable timber.— Condition; thrifty, mature, or decadent. Quality by species; illustrate by clear length, logs per M and per tree, per cent of grades (log or lumber or both). Damage and defects; kind and extent, cull per cent by species, and cull species.

8-3537

The Punch Bowl Unit in the Cow Creek Block was designated January 16, 1925. The description of this Forest Service timber sale provides insights into the environmental status and the methods used during that era. The maps (p. 325-326) show the steam donkey set layout and the rail system needed to harvest the unit as well as the logged over areas and areas excluded from the sale.

USDA, Forest Service, Stanislaus National Forest

B. Reproduction.—Age; condition; number per acre; distribution.

C. Undergrowth.—Species and density (light, moderate, or heavy) by timber types; per cent of area covered by timber types; relation to plan for marking.

D. Soil.—Gravel, sand, loam, silt, or clay; moist, fresh, or dry; shallow, moderate, or deep; presence or absence of rock outcrops.

E. Miscellaneous.—Include any further factors which have a bearing upon the silvical character of the stand.

6. SILVICAL SYSTEM RECOMMENDED.

A. Marking rules, by types.—Application of the standard marking rules of the district for the same types.

Outline system of marking recommended, discussing its relation to existing reproduction and young growth, seeding, maturity of timber and various age classes on sale area, windthrow, insects, disease, and other damage, market and logging requirements, treatment of inferior species, inclusion of agricultural land, etc.

Distribution and location of material to be left; percentages to be left, by species, in various types and age classes.

B. Brush disposal.—State the plan of brush disposal, giving reasons for its use, particularly in case any other system than piling and burning is recommended.

7. ACCESSIBILITY.

General accessibility of sale area in relation to general and local markets; probable future accessibility and demand.

8. OPERATING METHODS.

Layout of operation, with reasons for choice as between different methods of logging and manufacture; influence of topography on logging; annual and monthly cut; length of cutting and milling seasons. Existing improvements which can be utilized.

9. MARKET.

Location and nature of market; point of delivery; demand for each class of material included in sale; specifications for each product, giving all information necessary to draft utilization clauses of contract.

10. APPRAISAL.

See "Instructions for Appraising Stumpage on National Forests." Production costs per thousand feet or other unit, by species and products, including basic data such as average skidding and hauling distances and itemized as in Appraisal Manual. Prevailing prices per thousand feet, piece or other unit, separately for each species and product by grades and mill run. Investments required, giving principal fixed investment items, working capital, depreciation, and average profit-bearing investment. Profit margin—high, low, or average risk; method followed—investment or overturn, etc.; rate; money profit indicated by species and products. Stumpage prices recommended, by species and products.

11. GENERAL INFORMATION.

Recommendations for or against sale. If applied for give financial standing and reliability of applicants. See National Forest Manual—"Financial Showing." Advertisement—period and journals. Discussion of important contract clauses—cutting and construction periods, readjustment of stumpage prices, methods of logging permitted, special improvements to be authorized, and other clauses influencing appraisal, silvicultural treatment, or administration of sale.

Administration of sale—force required, special points to be observed.

Sample agreement.

S U M M A R Y1. The Sale Area

- (1) District 5, Stanislaus National Forest, Middle Fork Stanislaus River water shed, proposed sale area known as the Punch Bowl Unit. This is part of the Cow Creek Block of the Stanislaus Working Circle.
- (2) Area covered by appraisal - 2595 acres.
- (3) Method of transportation is by Railroad. Distance of log haul 38 miles from area and an average of 4 miles within area.
- (4) The stand:
 - (a) Estimated out 75,471 M feet B.M. log scale.
 - (b) Name and percent of each species:

Sugar pine (pinus lambertiana)--	26.3%
Yellow pine (pinus ponderosa and pinus ponderosa var. Jeffreyi)--	22.1%
White fir (abies concolor) 42.6%	45.0%
Red fir (abies magnifica) 2.4%	
Incense cedar (libocedrus decurrens) -----	6.6%
	<u>100.0%</u>
 - (c) Sawlogs only to be cut from area.

2. Investments

- (1) Main units: Woods camp and logging equipment for 25,000 M feet annual cut. Standard gauge railroad 38 miles from area to mill and 8 miles of railroad on sale area. Three miles of log chutes. Applicants mill is double band with pond and concrete dam. Yearly capacity is 75,000 M feet.
- (2) Average fixed investment

Logging equipment -	\$75,360
R.R. spurs & chutes	<u>80,321</u>
Total logging	\$155,681
- (3) Annual Depreciation, woods

(Includes all spur & chute construction)	58,076
--	--------

- (4) Average working capital, woods \$100,000
- (5) Total average investment, woods \$253,000

Note: Investments are not figured for the main R.R., mill and yard for the appraisal. Reasons are given in the text. The approximate values at present are - Railroad and equipment - \$1,750,000
 Mill, Office and yard - 700,000
 Average working capital- 400,000 (for 75,000 M)

3. Cost of production per M feet log scale.

- (1) Depreciation 3.75
- (2) Logging & railroad 12.25
- (3) Manufacture 7.49
- (4) General Expense 3.50
- (5) P.C. requirements & brush disposal 1.75
- (6) Total \$28.74

4. Profit Margin

- (1) Average risk
- (2) Investment method used on logging. Overturn method on mill and main R.R.
- (3) Rates used:
 8% on woods working capital.
 16% on woods investment.
 20% overturn on operating costs for general expense, mill and main R.R.
- (4) Profit - \$4.54 per M feet.

5. Selling prices, per M feet BM, log scale

Sugar pine - \$52.89
 Yellow pine - 44.79
 Fir - 22.04
 Cedar - 21.86
 All species - \$35.43 Average

6. Recommended Stumpage Prices, per M feet BM

Sugar pine - \$4.55
 II.

Sugar pine	-	\$4.56	(from previous page)
Yellow "	-	3.15	
Firs	-	.50	
Incense			
cedar	-	.50	
All species	-	2.15	average

(7) Contract Terms

- (1) Cutting period is 3 years, 1925 to 1927 inclusive.
- (2) Construction period - to progress with cutting. Will be practically 3/4 done by end of first year.
- (3) Slash disposal to be done by the Forest Service with funds deposited by purchaser.
- (4) Land exchange section be incorporated so that stumpage may be given in exchange for private area to be cut under Forest Service restriction and for cut-over lands.

III.

1. DESCRIPTION OF THE TRACT

The area was surveyed by Hyde & Benson about the same time that the rest of the forest was surveyed but was rejected on account of fraud. A good many corners have been found and though not official, have been used in subdividing the area for convenience in describing various parts of the unit and for tabulating the stand.

The chance is a natural logging unit for a railroad operation and is called the Punch Bowl Unit from the bowl shaped rock cliffs at the head of Cow Creek. It has been applied for by the Standard Lumber Company because an extension of the present railroad on the Old Miner's Ditch Unit will make it accessible and will provide three more years cutting for one camp before the north end of the present railroad is abandoned.

The Sonora-Mono State Highway forms the western boundary of the area. On the north and northeast, the boundary follows the present merchantable timber line, this line being defined both by topographic barriers and a marked change in the character of the stand. The boundary on the south and southeast follows the Strawberry Ridge and the brush area west of Leland Meadow. The timber south of this unit should be taken

out down Herring Creek and the South Fork of the Stanislaus River.

There is no private timber within or adjacent to the Punch Bowl Unit. The estimated stand to be cut of approximately 76,000 M feet, nearly half of which is a poor grade of white fir, is all that can be handled by the improvements listed in the appraisal. The tract covers a total of 2595 acres exclusive of the reserved strip along the Mono road and the summer home and recreation areas around Cow Creek and Bumble Bee Creek.

With the exception of an occasional Class A shake or post sale, no previous cuttings have been made on the area.

2. ESTIMATE

North of the Township line, the timber was estimated by a timber survey party in 1917 and south of the line by a party in 1910. Check estimates showed the original figures to be reasonably accurate.

By timber types, the tract contains about 15% Fir, 10% Jeffrey Pine, 20% Y. . . . and 55% SP-Fir.

All cruising was done by the 10% strip method.

The estimate of the total stand, 12 inches D.B.H and over, is shown by the following tabulation:

2.

ESTIMATED STAND, PUNCH BOWL UNIT

Total stand 4 feet BM-12" DBH and over

Cull deducted

T 5 NR 18E

Subdiv.	Acres	Y.P.	S.P.	I.C.	V.P.	R.P.	Total
Sec. 25	27 6	351			54		405
" 26	3E 59	1072	87	18	790	75	2042
" 26	3W 46	400	407	39	386		1232
" 27	NE 66	528	502	136	1413		2579
" 27	NW 40	576	334	121	310		1341
" 27	SE 128	512	2964	577	1775		5828
" 27	SE 150	1186	3018	535	3284		6023
" 28	SE 14	85	96	33	71		285
" 33	NE 53	507	1422	230	630		2789
" 33	SE 10	172	64	35	69		360
" 34	NE 167	1917	1583	62	3271	154	6987
" 34	SW 156	1704	1280	290	1373	4	4651
" 34	SW 90	655	1200	81	1763		3699
" 34	SE 129	370	752	101	1117	48	2428
" 35	NE 146	693	653	9	2428	243	4026
" 35	NW 160	859	1011	272	2656	721	5519
" 35	SW 152	1605	984	178	2751	382	5900
" 35	SE 112	1821	303	23	1176		3323
" 36	NW 72	435	621		1882	625	3563
To. 5-18	1746	15448	16281	2740	25259	2252	62980
T 4N R 18E							
Sec. 2	NE 10	44	8		183	23	258
" 2	SW 24	21	22		54	2	99
" 2	SW 20	22	402	23	853		1300
" 3	NE 48	600	410	140	400		1590
" 3	NE 134	1726	1730	177	1515		5148
" 3	SW 166	1287	2599	675	3621		8183
" 3	SE 158	1020	1524	166	3537		6247
" 4	NE 4	66	83	33	38		220
" 4	SE 31	550	675	218	400		1843
" 9	NE 46	345	1636	356	752		3089
" 10	NE 46	527	436	118	398		1479
" 10	NW 164	1810	2381	770	2021		6982
" 10	SW 18	374	152	103	130		759
To. 4-18	849	8392	12 098	2780	12902	25	37197
Grand							
Total	2595	23840	28 379	5520	40161	2277	100177
Percent							
by species		23.8%	28.3%	5.5%	40.1	2.3% 42.4%	100%

8. PRIVATE INTERESTS

There are no private interests nor claim within the unit.

4. AGRICULTURAL LANDS

The Land Classification Report, approved in 1916, classifies the entire area as non-agricultural.

5. SILVICAL DESCRIPTION

All age classes are represented in each type. Past fires, some of which show evidence of being very severe, have caused a heavy undergrowth of brush to gain a foot hold on a large part of the unit. On a few patches, all but a few scattered large trees have been destroyed, the most striking example of which is the 70 acre brush field of manzanita and buck thorn west of Leland Meadow. A few large sugar and yellow pine trees are scattered thru this patch but were eliminated from the proposed sale because they are needed for seed and because the cost of logging the few individuals that might be marked for cutting would be prohibitive.

A. Merchantable Timber.

The merchantable timber is mostly over-mature to decadent. Since only 75% of the stand will be cut instead of the usual 85%, thus leaving more medium sized trees than has been customary on past sales in similar regions, the log grades are high. The size of

the material to be cut and the quality by log grades is shown below.

SIZE AND QUALITY OF TIMBER
TO BE CUT

Spec.	Logs per Tree	Logs per M feet	Log Grades by Volume		
			No. 1	No. 2	No. 3
P.P.	7.4	1.4	23.4	28.4	48.2
Y.P.	6.5	1.5	24.8	28.1	47.7
Firs	6.7	3.5	17.9	82.1	-
IC	3.6	4.7	-	100.0	-
All	6.2	2.2			

Since there are but 2000 M feet of red fir in a total of 40,000 M feet of white and red firs, this species is not figured separately.

Jeffrey pine has been lumped with yellow pine as it is practically the same quality and is handled as yellow pine (California white pine) by the mills.

Cull and breakage are estimated as follows:

SP - 10% (Outface & heart rot)
 YP - 5% (Outface, butt rot)
 Firs - 25% (Shake, mistletoe, heart rot)
 IC - 30% (Dry rot)

B. Reproduction

The area as a whole is less than half stocked with advance reproduction and poles. The best reproduction occurs on the western half of the unit and along

the creeks. At the higher elevations on the western half of the tract, there are numerous groups of fir poles varying in age from 30 to 75 years. Brush still has the upper hand on approximately 40% of the unit and a logging operation will be of material benefit in providing openings in this undergrowth where seedlings will not be smothered out as is the case at present.

White fir forms the bulk of the established young growth with cedar second and the pines third. The proportions are, roughly, 55% fir, 25% cedar and 20% pines.

C. Undergrowth.

Manzanita (*arctostaphylos*), snow-brush (*ceanothus cordulatus*), deer brush (*ceanothus integerrimus*), chinquapin (*castanopsis sempervirens*) and wild cherry (*prunus emarginata*) are the principal species of undergrowth. Bear clover (*chamaebatia foliolosa*) occurs in irregular patches.

As mentioned under "Silvical Description," underbrush is fairly dense on a big percentage of the tract. Where 3 to 5 acre patches of manzanita and snow brush occur, it will probably be necessary to leave occasional mature trees for seeding the areas, especially where such trees are found in the centers of the brush patches. Aside from this, brush will have

no particular influence on the marking plan.

D. Soil

The soil formation is chiefly decomposed granite with a sandy loam texture thru the western two-thirds of the unit. Granite outcrops of all sizes are scattered broadcast, occurring with greater frequency as the north-eastern portion of the tract is approached and finally rising abruptly into the almost perpendicular cliffs which form the line of merchantability. In normal years the soil remains fairly moist thru the summer wherever it is sufficiently covered with duff.

6. SILVICIAL SYSTEM RECOMMENDED

A. Marking Rules

On the sample strips covered for log grades and check cruise, the trees were recorded separately under "Cut" and "Leave". This sample marking was done from the standpoint of good silvicultural practice modified by the recent policy statement for this forest which prescribes a cut of approximately 70% of the stand in this part of the Stanislaus Working Circle during the first cutting cycle. It was found, however, that to arbitrarily ^{leave} 30% of the fir and cedar would mean the retention of diseased trees and trees which will undoubtedly become diseased before

the next cutting cycle. On account of dry rot, it will be necessary to cut 90% of the cedar, and because of rot and mistletoe in fir, 80% of this species should be removed. To leave 70% of the pines will mean the retaining of some trees in the thrifty mature class up to 44 and 46 inches D.B.H.

The volumes to be cut are given in the following table.

VOLUMES OF TIMBER TO BE CUT
Stand in M ft BM

Species	Total Stand	% to out	Vol. to out	% each species In total cut
SP	28379	70	19865	26.3
YP	23840	70	16688	22.1
Firs	42438	80	33950	45.0
IC	5520	90	4968	6.6
All	100177	75.2	75471	100.0

In the fir types there are many thickets of poles which must be avoided in yarding or which should have one or more trails out thru them to yard out the timber behind the groups. In a great many cases it will be of benefit to cut trails thru these thickets, which now offer a very high fire hazard, and thereby provide cleared lines for fire protection purposes. Dead branches and debris under these thickets has been accumulating for years and in connection with the frequent occurrence of underbrush forms a fire danger

much greater than usual.

Aside from the lighter cut in the pines, the standard marking rules for the District should be closely followed.

B. Brush Disposal

Brush and slash should be piled when green and burned in the fall. In line with the recent declaration by inspectors from the Washington office that our standards for brush piling should be materially raised, an increased amount has been allowed in the appraisal for piling and burning. Forty-five to fifty cents per M feet has been allowed for these items in former appraisals and the work that has been done has cost the operators this much and sometimes more. To get the sort of clean up which is demanded now will easily cost the sum allowed. To insure the type of piling that will meet our requirements, it is recommended that the purchasers of this stumpage be required to deposit funds with the Government at the rate of \$.75 per M feet, all brush disposal work to be done by the Forest Service and paid for from this deposit. The Forest Service can then either let the work out under contract or hire day laborers, preferably the former. It is believed that good piling can be contracted at \$.65 per M feet which will leave \$.10 per M for burning.

7. ACCESSIBILITY

The Punch Bowl unit will not again be accessible by railroad for fifteen to twenty years and possibly longer. The other point of access, aside from an extension of the present Old Miner's Ditch Unit railroad, is up Herring Creek and thence into the area above Leland Meadow. Such a spur will be more costly than the present plan of layout and will not cover the area so thoroughly, that is, the elevation at which the Herring Creek line will enter the unit will not permit the construction of a system of spurs to which the timber can be yarded without the use of numerous double and triple yarding and sky line set ups.

In accordance with the Policy Statement, the Sonora-Mono State highway should not be considered as an outlet for a truck operation.

8. OPERATING METHODS

Elevations run from about 5700 feet on the west side of the unit near Bumble Bee, to 7000 feet on the north east boundary. Steep slopes, rock outcrops, large timber and heavy brush combine to make the area a donkey operation. About 15% of the unit could be logged with big wheels but it is not advisable to require this change in method for several reasons. In the first place, the possible big wheel

areas are scattered and lie in such a manner that a large amount of timber would be left behind such areas, that is, on the opposite side of the wheel areas from the railroad, which would have to be yarded with donkey engines. This would increase the cost of donkey logging. In the second place, the applicant has no big wheel equipment and practically no place to use it on his own lands or on Government areas after using it on this tract. The type of country to be covered by the Standard Lumber Company operations is entirely different in topography than the country logged by other companies in the State who use big wheels. With the exception of the 15% wheel areas (10 to 25% slopes) the Punch Bowl Unit will average 35% in grade.

The proposed railroad spurs as shown on the attached map were surveyed by transit and are the best grades obtainable. It is impossible to construct grades further up Cow Creek because of the abrupt change in topography. Chute construction from the end of the spur will be difficult because of the rock outcrops but is the only means of reaching the timber on the eastern extremities of the area.

Three years should be allowed to cut the area. This will mean 25 million feet a year for three years

with one camp operating. The logging season at this elevation is usually from April 1st to October 15th, a period of $6\frac{1}{2}$ months.

The general system of logging will be the same as that used by the applicant in the past. Logs are yarded to the landing or head of the chute in 16 to 48 foot lengths, bucked at the landing with a steam saw and loaded on standard flat cars by means of Duplex loading donkeys. Cars are hauled to the mill over the standard gauge railroad belonging to the company, the distance to the mill from the western edge of the unit being 38 miles. The mill at Standard is on the Sierra R.R., a common carrier to the valley.

There are no existing improvements on the area that can be utilized.

9. MARKET

The market for lumber from this territory is chiefly in the San Joaquin Valley, Southern California, the middle west and the eastern states. The local market is light and is supplied by small retail yards stocked from the Standard and West Side Lumber Companies.

10. APPRAISAL

Trees of all species were tallied according to log grades by running strips one chain wide across various parts of the unit. The percent by volume for

each log grade has been given under "Silvical Description."
The percent of each lumber grade is given in the following table. The average selling price for each species is based on the 1921-22-23 averages for District V.

AVERAGE LUMBER SELLING PRICES

(1921-22-23 Basis)

G R A D E S	<u>SUGAR PINE</u>				<u>YELLOW PINE</u>		
	SELLING PRICE	PERCENT BY GRADES	WEIGHTED VALUE		SELLING PRICE	PERCENT BY GRADES	WEIGHTED VALUE
1 & 2 Clear	\$158.25	9.3	\$14.72	:	\$103.50	9.6	\$9.94
3 Clear	95.25	5.4	5.14	:	72.75	6.9	5.02
Australian		-	-	:	76.00	0.7	.53
1 Shop	68.25	15.7	10.72	:	55.75	16.7	9.31
2 Shop	48.25	19.8	9.55	:	40.25	17.4	7.00
3 Shop	28.00	11.6	3.25	:	26.25	10.2	2.68
1 & 2 Common	30.25	10.0	3.02	:	30.25	10.0	3.03
Box	21.00	28.2	5.92	:	21.00	28.5	5.98
		100.0	\$52.32	:		100.0	\$43.49
Extended by 3% overrun			\$53.89				\$44.79

G R A D E S	<u>WHITE FIR</u>				<u>INCENSE CEDAR</u>		
	SELLING PRICE	PERCENT BY GRADES	WEIGHTED VALUE		SELLING PRICE	PERCENT BY GRADES	WEIGHTED VALUE
Clear & Select	\$47.75	6.1	\$2.91	:	\$56.00	2.6	\$1.46
1 & 2 Common	24.00	40.0	9.60	:	25.00	40.0	10.00
3 & 4 "	16.50	53.9	8.89	:	17.00	57.4	9.76
		100.0	\$21.40	:		100.0	\$21.22
Extended by 3% overrun			22.04				21.86

<u>AVERAGE SELLING PRICE, ALL SPECIES</u>			
Spec.	Selling Pr.	% of total out	Weighted
SP	\$53.89	26.3	\$14.17
YP	44.79	22.1	9.90
Fir	22.04	45.0	9.92
IC	21.86	6.6	1.44
All		100.0	\$35.43

Owing to the nature of the applicant's operations, it is thought best to figure only the woods operation by the investment method, and the balance by the overturn method. The main railroad and the mill have been in operation for many years and will continue indefinitely in the future, perhaps for all time if the contemplated management plan for the Stanislaus Working Circle as outlined in the recent Policy Statement proves to be successful. To attempt an estimate of the life of these improvements and the volume of timber over which they will be depreciated in order to figure the profit bearing investment would be less accurate than the calculation of profit as a percentage of operating costs and the use of the average figures for depreciation obtained by the Logging Engineer from the District as a whole.

The applicant's operation is stable and involves no great risks other than fluctuating market prices. Therefore 16% on the woods investment and 20% of the main line railroad and mill operating costs are considered to be fair allowances for profit and risk. 8% is allowed on the woods working capital.

Logging investments and spur and chute construction are shown in the next table.

LOGGING INVESTMENTS AND SPUR CONSTRUCTION

: Years : Investment : Years : Yearly : Residual : Average Annual
 : used pre- : (Value at : in : Depre- : Value : Profit Bearing
 : vious to : beginning : use : ciation : : Investment
 : 1925 : 1925) :

I T E M

1 Logging Camp	2	\$4000	3	\$1000	\$1000	\$2000
3 Yarding Donkeys	2	30000	3	3750	18750	21812-26250
1 Roader Donkey	4	7500	3	1250	3750	6250
3 Swing Donkeys	5	15300	3	3060	6120	12240
3 Duplex Loaders	3	14700	3	2100	8400	12600
1 Dolber Donkey	6	1750	3	292	874	1458
Cables (\$10,000 each year)	-	30000	1	10000	-	10000
Rigging	-	2500	3	500	1000	2000
Tools (\$1000 each year)	-	3000	1	1000	-	1000
12 horses & harness	2	1800	3	600	-	1200
Water system-Equipment	2	900	3	300	-	600
" " Labor	-	1800	3	600	-	1200

Total Logging

113250 24452 39894 73360-17798

Grading 6 miles R.R.

" " " 2 20000 - 40000

6 miles steel relays

" " " 3 5333 - 8000

Ties, bolts, spikes, etc.

" 6 mi. " 2 2340 9360 14040

" " " 2 520 3900 3380

2 mi. " " 3 1580 3161 6321

3 miles Chute

" " " 2 351 1580 1580

" " " 3 3500 7000

Total Spurs & Chute

118876 33624 18001 80321

Working Capital

Logging & Spur Operation \$100000 - \$100000 \$100000

Operating Costs

The presence of numerous rock outcrops, the density of underbrush, the scattered patches of young growth which must be avoided in yarding and the fact that but 70% of the pines will be marked - 75% of the stand as a whole, as against the usual 85 to 90% removed in past sales - form a combination of factors which make it difficult to accurately estimate logging costs. The latter factor, especially, is something on which we have no reliable data. The lighter cut means a higher percentage of large logs and more valuable lumber, which is readily discernable from the tabulations of log and lumber grades already given in this report, but the leaving of a greater number of trees than usual means a lesser volume logged per acre with each set-up and calls for the more frequent use of extra bull blocks, siwash trees and shear logs to avoid damage. To take care of such items, \$1.00 has been added to the logging costs under "F.S. requirements", which includes the falling of snags. This figure is undoubtedly conservative but is much higher than the amount allowed in former appraisals and it is probably better to under-estimate rather than over-estimate until more accurate field data are available.

For appraisal purposes, the estimated out of

75,471 M feet is rounded off to an even 75,000 M feet, or 25,000 M annually for 3 years.

In the past, brush piling has been done for \$.35 to \$.50 per M feet and while the work has been up to the standards prescribed, it is felt that future standards should be more rigid. To provide for a more thorough cleanup and for packing the brush a greater distance to keep the piles further away from young growth left after logging, the sum of \$.75 has been allowed for piling and burning. Since good burning can be done for \$.05 to \$.10 per M feet, \$.65 to \$.70 per M is left for piling alone.

Logging costs are estimated as follows:

Logging, stump to car at loading, including falling, bucking, repairs, supplies, supervision etc., except spur and chute construction		\$7.65
Brush disposal	.75	
Other F.S. requirements, including snag felling, extra bull blocks, siwash trees, etc.	1.00	
Total		1.75
Depreciation logging (\$24452 (25000(M ft annual out)		.98
Total logging costs plus depreciation		\$10.53

R.R. Spurs & Chutes

Railroad operation on sale area	\$0.60	
Depreciation on investments in chute and R.R. Construction on sale area	<u>1.34</u>	
33624		
25000		
Total		\$1.94

Hauling to Mill

Railroad haul to mill 38 miles @ \$.10 per M feet per mile. Includes operation, maintenance, etc.	\$3.80	
Depreciation, main line R.R. and all equipment.	<u>.68</u>	
Total		4.48

Manufacturing

Sawing	3.35	
Yard and shipping	3.90	
Plant depreciation	<u>.75</u>	
Total	8.00	
Increased by 3% overrun (8.00x1.03)		8.24

General expense, mill and woods	3.50	
Total operating costs plus depreciation	<u>\$24.74</u>	
Total Depreciation	3.75	
Operating costs only	<u>\$24.99</u>	

MARGIN FOR PROFIT AND RISKInvestment Method, Logging Operation

Working Capital, woods operation @ .08 x $\frac{\$100000}{25000}$ \$0.32

Average profit-bearing investment, logging
and spur and chute construction
@ .16 x $\frac{\$153681}{25,000}$.98

Overturn Method on Operating Costs and Depreciation, R.R., Milling & Gen. Expense		
Operating costs & depreciation		
Main line R.R.	4.48	
Manufacturing	8.24	
Operating costs		
General expense	3.50	
Total	<u>\$16.22</u>	

Margin @ 20% x 16.22 3.24
Total margin for profit & risk \$4.54 Per M
ft.

Distribution of Profit Margin and
Depreciation by Species.

Species	Selling Price	Operating Costs	Margin
SP	\$53.89	\$24.99	\$28.90
YP	44.79	"	19.80
Fir	22.04	"	-2.95
IC	21.86	"	-3.13
<hr/>			
26.3%	S.P.	\$28.90	\$7.60
22.1%	Y.P.	19.80	<u>4.37</u>
			\$11.97
45.0%	Fir	-2.95	-1.33
6.6%	IC	-3.13	<u>-.21</u>
			-1.54
Total Margin to Bear Profit & Depre-			
ciation			<u>\$10.43</u>
<hr/>			
Depreciation	\$3.75		
Profit Margin	<u>4.54</u>		
Total	<u>8.29</u>		

$\frac{8.29}{10.43} = .795$ to be deducted from each dollar
of margin to make up profit and
depreciation.

Calculation

Sp.	Margin	Reduction	Indicated Values
SP	\$28.90 x .795	\$22.98	\$5.92
YP	19.80 x "	15.74	4.06
Fir	-2.95 x "	-2.35	-.60
IC	-3.13 x "	-2.49	-.64

Establishing a minimum rate of \$.50 per M feet for fir and cedar, the pines must be further reduced as follows:

SP	Indicated Values	Minimum Stumpage	Deficit to be pro-rated Total	Weighted
SP	\$5.92	-	-	-
YP	4.06	-	-	-
Fir	-.60	\$.50	1.10	\$.49
IC	-.64	.50	1.14	.08
Total deficit to be absorbed				\$.57

S.P.	26.3%	x 5.92	-	\$1.56	
Y.P.	22.1%	x 4.06	-	.90	A
Total				2.46	Amount over which deficit must be spread.

$\frac{.57}{2.46} = .23$ to be deducted from each dollar of pine margins..

		Final indicated Stumpage values
S.P.	5.92 - (.23 x 5.92)	\$4.56 per M ft.B.M.
Y.P.	4.06 - (.23 x 4.06)	3.13 " " " "
Firs & Cedar - Minimum		.50 " " " "
Average value		\$2.15 " " " "

Rounding off the figures for the pines, the following prices are obtained which give the same average value as above:

S.P.	-	\$4.55 per M feet
Y.P.	-	3.15 " " "
Firs	-	.50 " " "
IC	-	.50 " " "
All Sp.	Average	\$2.15 per M feet B.M.

11. GENERAL INFORMATION

This sale is advisable for silvicultural reasons. It is a virgin stand with a high percentage of diseased fir and cedar and a large proportion of over mature trees. The Policy Statement for the Stanislaus Forest provides for cutting to begin on this block in 1925 and to continue steadily, if possible, until the present stagnant condition of the area is remedied. Unless the sale is made at this time, the Old Miners Ditch Unit spur will be pulled up and there will be no further cutting in the Cow Creek Block until a new railroad is built into the southeast portion. Such a railroad would not reach the Punch Bowl Unit for probably 15 years, as stated previously, and it would have to wait until the Herring Creek Unit is logged. The Punch Bowl Unit is in much poorer condition silviculturally than the rest of the block and should be cut first if possible.

The applicant, the Standard Lumber Company, owned by the Pickering interests of Kansas City, is thoroly reliable financially and has a larger area of private timber which will run the mill for the next 25 years at its full capacity of 75 million feet a year. If the Stanislaus Working Circle can

Be managed as a sustained yield unit by acquisition of private lands, it is hoped that the mill run will be reduced to 35 or 40 million feet annually before the present rate of cutting continues for so long a time that a rest period of several years will be necessary between cutting cycles.

No financial statement will be necessary.

The total value of stumpage on this area is approximately \$162,000 which will be cut at the rate of \$54,000 a year. A bond of \$10,000 will be ample to protect the Government at this rate of cutting.

Special Contract Requirements

If the method handling brush disposal as outlined in the appraisal is approved, the usual brush piling section of the agreement should be charged to provide for the required deposit. The sample agreement has been drawn up accordingly.

To secure more adequate fire protection, in steep country especially, it is recommended that the section dealing with clearing of donkey settings should specify a distance of 200 feet on the uphill or lee-ward side of each engine and 100 feet on the down-hill or wind-ward side. Past agreements have called for only 100 feet on all sides.

It has been stated under "Operating Methods" that probably 15% of the area is suited to big wheel logging but the purchase of additional equipment is not recommended for such a small area. It is felt that more careful donkey logging with the use of more blocks and siwash trees, shorter yarding distances and lower line speeds will secure satisfactory results. The appraiser's judgment may be erroneous in this case because of too limited experience with late developments in big wheel and caterpillar logging methods and if further examination of the unit is made by Assistant Logging Engineer J. R. Berry, who has just completed a study of big wheel logging on other forests, the recommendations regarding this system will be changed in accordance with Berry's findings.

Supervision on the unit, if a sale is made, can be handled by one man permanently stationed at the camp and it is urged that Lumberman W.S. Price, now in charge of the Cow Creek Sale, be retained on the forest for such assignment.

In order to be sure that the percentages of the various species are being marked for cutting as provided for in the appraisal, it will be necessary to keep a marking record by diameters and heights

for everything 12" and over, both cut and left. This will greatly reduce the volume per man hour marked by the crew engaged in this work. Furthermore a greater proportion of the time of the Officer in charge will have to be devoted to logging supervision to conform with the new standards recently established for this phase of timber sale work which means less of his time for marking purposes. While two regular scalers should be able to handle all scaling, it is recommended that a third man be employed under the title of scaler, his time to be divided between check scaling, marking timber, assisting with the regular scaling when necessary, and working with the Officer in charge at logging and brush piling supervision. Probably 50% of this man's time would be spent in marking and keeping the marking record for others. This would be an excellent training position for some one who desires to specialize in general sales work.

Advertisement of this timber should be in a local paper for a 30 day period. It is not of general interest.

For the advertisement and contract the volumes of timber to be cut should be rounded off to the nearest 100 M feet as follows:

25.

	SP	19,900	N feet	BM
	YP	16,700	"	"
/ & A	Pir	33,900	"	"
	IC	<u>5,000</u>	"	"

Total 75,600

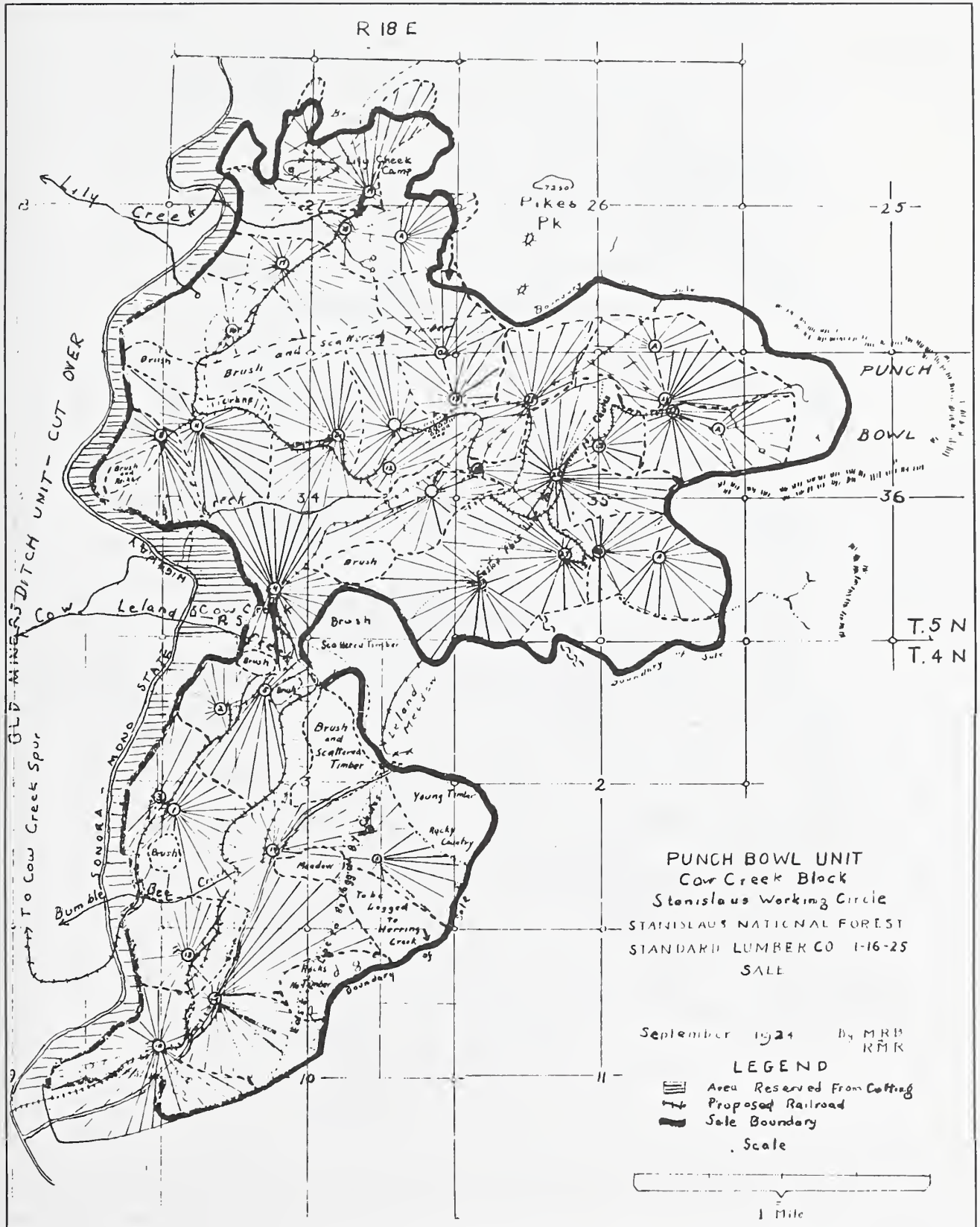
Reserved Areas

A strip 250 feet wide adjacent to the Sonora Mono State highway and areas at Cow Creek R.S. and on Bumble Bee Creek should be reserved for scenic and recreation purposes. These reserved areas are shown on the Punch Bowl Unit Map.

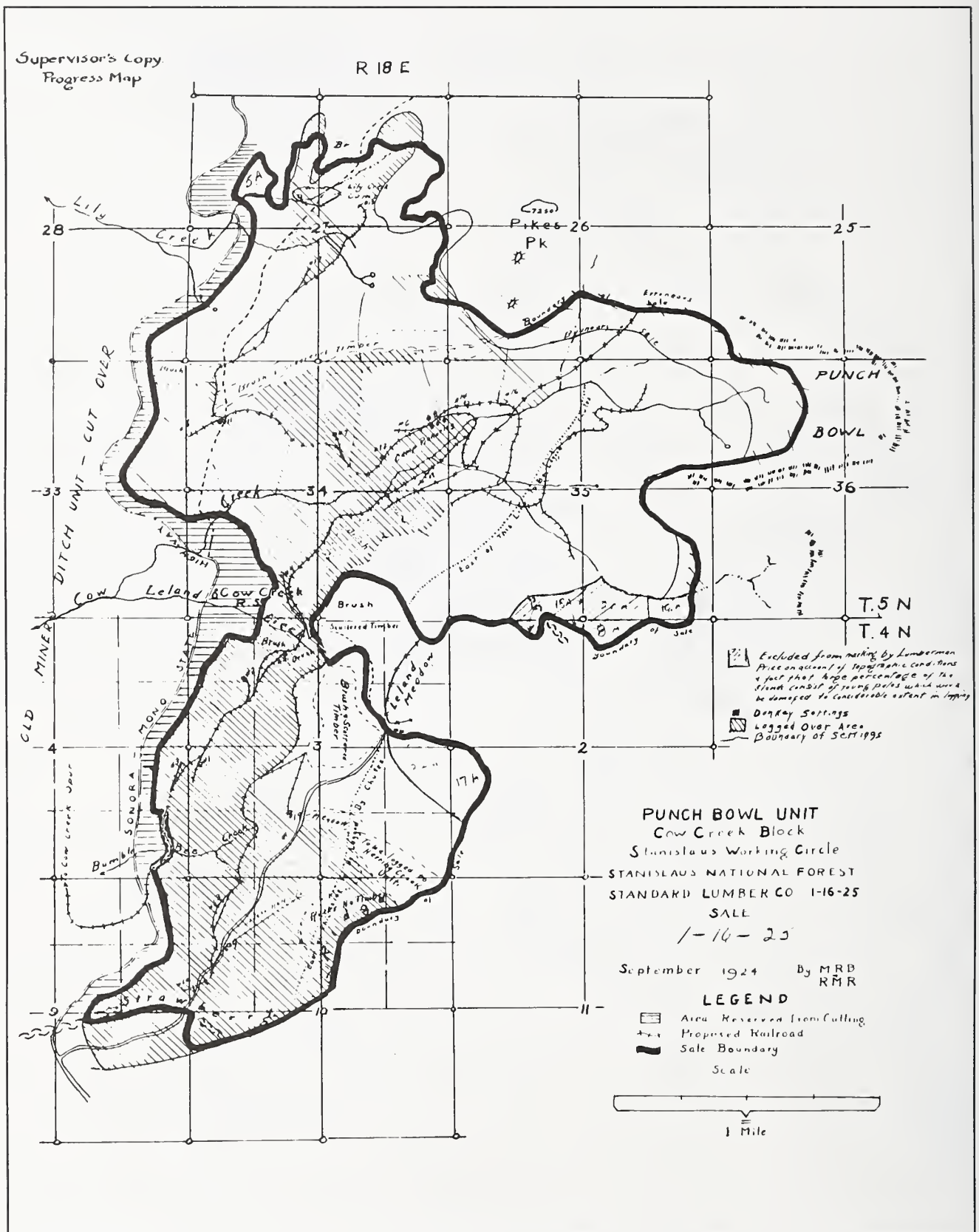
Exchange

In the Policy Statement for the Stanislaus Forest it was stated that the only feasible method for placing the Stanislaus Working Circle on a sustained yield basis is to secure the private lands within the circle through exchange and that the only way the Forest Service could be assured of an adequate growing stock on such lands would be through that system of exchange which provides for deeding private land and timber to the Government with cutting rights reserved by the owner for a certain period. Logging on private lands will then be done under Forest Service restrictions. It has been recommended by the District Forester that we might work out a sample exchange of this nature in connection with the Punch Bowl Unit and that we should also try to secure

some of the private outover lands. The land exchange section should therefore be included in the sample agreement for this area.



JANUARY 16, 1925 TIMBER SALE



THIS INDENTURE, Made this 1st day of May 1926 between Standard Lumber Company, a corporation organized and existing under and by virtue of the laws of the State of California, party of the first part, and Pickering Lumber Company, a corporation organized and existing under and by virtue of the laws of the State of Delaware, and authorized to do business in the State of California, party of the second part,

WITNESSETH: That the said party of the first part for and in consideration of the sum of Ten Dollars (\$10.00) gold coin of the United States of America, to it in hand paid by the said party of the second part, the receipt whereof is hereby acknowledged, does by these presents, grant, bargain, sell convey and confirm unto the said party of the second part, and to its successors and assigns forever, all those certain lots, pieces or parcels of land situate, lying and being in the County of Tuolumne, State of California, and bounded and particularly described as follows, to-wit:

Part 1.

Township 2 North, Range 16 East.

Section 3 Northwest Quarter,
 Section 4 Northeast Quarter of Northeast quarter,
 Section 5 Northwest quarter of Northeast quarter,
 East half of Northwest quarter,

Township 3 North, Range 16 East.

Section 1 North half of Northeast quarter,
 Northwest quarter,
 Northwest quarter of Southwest quarter,
 Section 2 North half,
 North half of Southwest quarter,
 Northeast quarter of Southeast quarter,
 Section 3 South half of North half,
 South half,
 Section 4 North half of Northeast quarter,
 Southwest quarter of Northeast quarter,
 Northwest quarter,
 North half of Southwest quarter,
 Southwest quarter of Southwest quarter,
 East half of Southeast quarter,
 Section 9 North half of North half,
 Southeast quarter of Northeast quarter,
 Section 10 North half of Northeast quarter,
 West half,
 South half of Southeast quarter,

This indenture of May 1, 1926 between the Standard and Pickering lumber companies specified that all the Tuolumne County land owned by the SLC was to be transferred to the PLC, including the mill and town site of Standard Fibreboard Corporation

Township 3 North, Range 16 East. Cont'd.

- Section 11 Northeast quarter,
East half of Northwest quarter,
Northeast quarter of Southwest quarter,
Northwest quarter of Southeast quarter,
- Section 15 North half of Northeast quarter,
Northwest quarter,
- Section 25 South half of Northwest quarter,
Southwest quarter,
South half of Southeast quarter,
- Section 26 Southwest quarter,
West half of Southeast quarter,
Southeast quarter of Southeast quarter,
- Section 27 East half of Southeast quarter,
- Section 33 Southeast quarter of Southeast quarter,
- Section 34 East half of Northeast quarter,
Southwest quarter of Northwest quarter,
Southeast quarter of Northwest quarter,
Southwest quarter of Southwest quarter,
East half of Southwest quarter,
Southeast quarter,
- Section 35 West half of Northeast quarter,
Northwest quarter,
West half of Southwest quarter,

Township 3 North, Range 17 East.

- Section 1 West half of Northeast quarter,
Southeast quarter of Northeast quarter,
North half of Southeast quarter,
- Section 2 Northwest quarter of Northeast quarter,
Southeast quarter of Northeast quarter,
North half of Northwest quarter,
- Section 3 North half of Northeast quarter,
Southwest quarter of Northeast quarter,
Northwest quarter,
- Section 4 North half of Northeast quarter,
Southwest quarter of Northeast quarter,
Northwest quarter,
Northeast quarter of Southwest quarter,
- Section 5 North half of Northeast quarter,
Southeast quarter of Northwest quarter,
Northeast quarter of Southeast quarter,
- Section 6 Southeast quarter of Northeast quarter,
North half of Northwest quarter,
Northeast quarter of Southeast quarter,
- Section 8 Southwest quarter of Northeast quarter,
Southwest quarter of Southwest quarter,
East half of Southwest quarter,
Southeast quarter,
- Section 9 Southeast quarter of Northeast quarter,
Northwest quarter of Southwest quarter,
East half of Southwest quarter,
West half of Southeast quarter,
Northeast quarter of Southeast quarter,
- Section 10 West half of Northwest quarter,
- Section 11 Southeast quarter of Southeast quarter,
- Section 16 West half of East half,
West half,
- Section 17 Northeast quarter of Northeast quarter,
West half of Northeast quarter,
West half,
Southeast quarter,
- Section 18 East half of Northeast quarter,
Southeast quarter,

Section 15 Northwest quarter of Southeast quarter,
 North half of Northeast quarter,
 Northwest quarter,
 Section 25 South half of Northwest quarter,
 Southwest quarter,
 South half of Southeast quarter,
 Section 26 Southwest quarter,
 West half of Southeast quarter,
 Southeast quarter of Southeast quarter,
 Section 27 East half of Southeast quarter,
 Section 33 Southeast quarter of Southeast quarter,
 Section 34 East half of Northeast quarter,
 Southwest quarter of Northeast quarter,
 Southeast quarter of Northwest quarter,
 Southwest quarter of Southwest quarter,
 East half of Southwest quarter,
 Southeast quarter,
 Section 35 West half of Northeast quarter,
 Northwest quarter,
 West half of Southwest quarter,

Township 3 North, Range 17 East.

Section 1 West half of Northeast quarter,
 Southeast quarter of Northeast quarter,
 North half of Southeast quarter,
 Section 2 Northwest quarter of Northeast quarter,
 Southeast quarter of Northeast quarter,
 North half of Northwest quarter,
 Section 3 North half of Northeast quarter,
 Southwest quarter of Northeast quarter,
 Northwest quarter,
 Section 4 North half of Northeast quarter,
 Southwest quarter of Northeast quarter,
 Northwest quarter,
 Northeast quarter of Southwest quarter,
 Section 5 North half of Northeast quarter,
 Southeast quarter of Northwest quarter,
 Northeast quarter of Southeast quarter,
 Section 6 Southeast quarter of Northeast quarter,
 North half of Northwest quarter,
 Northeast quarter of Southeast quarter,
 Section 8 Southwest quarter of Northeast quarter,
 Southwest quarter of Southwest quarter,
 East half of Southwest quarter,
 Southeast quarter,
 Section 9 Southeast quarter of Northeast quarter,
 Northwest quarter of Southwest quarter,
 East half of Southwest quarter,
 West half of Southeast quarter,
 Northeast quarter of Southeast quarter,
 Section 10 West half of Northwest quarter,
 Section 11 Southeast quarter of Southeast quarter,
 Section 16 West half of East half,
 West half,
 Section 17 Northeast quarter of Northeast quarter,
 West half of Northeast quarter,
 West half,
 Southeast quarter,
 Section 18 East half of Northeast quarter,
 Southeast quarter,
 Section 19 East half of Northeast quarter,
 South half of Northwest quarter,
 Section 20 North half,
 North half of Southeast quarter,
 Southeast quarter of Southeast quarter,

Township 3 North, Range 17 East. Cont'd.

Section 23 Southeast quarter of Northeast quarter,
North half of Southeast quarter,
Section 24 Southwest quarter of Northwest quarter,

Township 4 North, Range 15 East.

Section 1 Southeast quarter of Northeast quarter,
North half of Southeast quarter,
Southwest quarter of Southeast quarter,
Section 11 North half of Northeast quarter,
East half of Northwest quarter,
Southeast quarter of Southeast quarter,
Section 12 North half of Northeast quarter,
Northeast quarter of Northwest quarter,
Southwest quarter of Northwest quarter,
West half of Southwest quarter,
Section 13 North half of South half,

Township 4 North, Range 16 East.

Section 1 North half of Northeast quarter,
Section 2 Northwest quarter,
Northwest quarter of Southwest quarter,
Section 3 North half,
Southwest quarter,
North half of Southeast quarter,
Southwest quarter of Southeast quarter,
Section 4 Northeast quarter,
East half of Northwest quarter,
Southwest quarter of Northwest quarter,
South half,
Section 5 Northeast quarter,
West half,
East half of Southeast quarter,
Section 7 Northwest quarter of Northwest quarter,
Northeast quarter of Southeast quarter,
South half of Southeast quarter,
Section 8 Northeast quarter,
Southeast quarter of Northwest quarter,
Southwest quarter,
North half of Southeast quarter,
Southwest quarter of Southeast quarter,
Section 9 North half of North half,
Southeast quarter of Northeast quarter,
Northeast quarter of Southwest quarter,
South half of Southwest quarter,
Southwest quarter of Southeast quarter,
Section 10 Northeast quarter,
Northwest quarter of Northwest quarter,
Section 12 North half of Northeast quarter,
Southeast quarter of Northeast quarter,
Northeast quarter of Northwest quarter,
Section 13 Southeast quarter of Northeast quarter,
Southeast quarter of Northwest quarter,
East half of Southwest quarter,
Southeast quarter,
Section 14 Southwest quarter of Northeast quarter,
South half of Northwest quarter,
South half,
Section 16 Southeast quarter of Northeast quarter,
Section 16 All,
Section 17 South half,
Section 18 North half of South half,

Section 24 Southwest quarter of Northeast quarter,

Township 4 North, Range 15 East.

- Section 1 Southeast quarter of Northeast quarter,
North half of Southeast quarter,
Southwest quarter of Southeast quarter,
Section 11 North half of Northeast quarter,
East half of Northwest quarter,
Southeast quarter of Southeast quarter,
Section 12 North half of Northeast quarter,
Northeast quarter of Northwest quarter,
Southwest quarter of Northwest quarter,
West half of Southwest quarter,
Section 13 North half of South half,

Township 4 North, Range 16 East.

- Section 1 North half of Northeast quarter,
Section 2 Northwest quarter,
Northwest quarter of Southwest quarter,
Section 3 North half,
Southwest quarter,
North half of Southeast quarter,
Southwest quarter of Southeast quarter,
Section 4 Northeast quarter,
East half of Northwest quarter,
Southwest quarter of Northwest quarter,
South half,
Section 5 Northeast quarter,
West half,
East half of Southeast quarter,
Section 7 Northwest quarter of Northwest quarter,
Northeast quarter of Southeast quarter,
South half of Southeast quarter,
Section 8 Northeast quarter,
Southeast quarter of Northwest quarter,
Southwest quarter,
North half of Southeast quarter,
Southwest quarter of Southeast quarter,
Section 9 North half of North half,
Southeast quarter of Northeast quarter,
Northeast quarter of Southwest quarter,
South half of Southwest quarter,
Southwest quarter of Southeast quarter,
Section 10 Northeast quarter,
Northwest quarter of Northwest quarter,
Section 12 North half of Northeast quarter,
Southeast quarter of Northeast quarter,
Northeast quarter of Northwest quarter,
Section 13 Southeast quarter of Northeast quarter,
Southeast quarter of Northwest quarter,
East half of Southwest quarter,
Southeast quarter,
Section 14 Southwest quarter of Northeast quarter,
South half of Northwest quarter,
South half,
Section 15 Southeast quarter of Northeast quarter,
Section 16 All,
Section 17 South half,
Section 18 North half of South half,
Section 25 South half of South half,
Section 26 Southeast quarter of Southwest quarter,
South half of Southeast quarter,
Section 28 South half of Northwest quarter,
Section 29 South half of Northeast quarter,
North half of Southwest quarter,
Southwest quarter of Southwest quarter,

Section 34 Southwest quarter.
Section 35 East Half of Northeast quarter,
North half of Northwest quarter,
Southwest quarter,
Northeast quarter of Southeast quarter,
Section 36 All.

Township 4 North, Range 17 East.

Section 2 Southwest quarter of Northwest quarter,
North west quarter of Southwest quarter,
Section 3 North half of Northeast quarter,
Southeast quarter of Northeast quarter.
Section 4 Northwest quarter of Northeast quarter,
Northwest quarter,
North half of Southwest quarter.
Section 5 Southwest quarter.
Section 6 Northwest quarter,
East half of Southwest quarter,
South half of Southeast quarter.
Section 7 Northwest quarter of Northeast quarter,
Northeast quarter of Northwest quarter,
South half of Southwest quarter,
West half of Southeast quarter.
Section 8 Northwest quarter,
East half of Southwest quarter,
Southeast quarter.
Section 9 North half of Northwest quarter.
Section 10 Northeast quarter,
Southwest quarter,
North half of Southeast quarter.
Section 11 Southwest quarter of Northwest quarter,
Northwest quarter of Southwest quarter.
Section 13 South half of Southwest quarter,
North half of Southeast quarter,
Southwest quarter of Southeast quarter.
Section 14 Southeast quarter of Southeast quarter.
Section 16 All.
Section 17 All.
Section 18 North half,
Southwest quarter,
Section 21 Northwest quarter,
Section 22 Northeast quarter of Southeast quarter,
South half of Southeast quarter,
Section 23 East half of East half,
Southwest quarter of Northeast quarter,
Southeast quarter of Northwest quarter,
Northeast quarter of Southwest quarter,
Southwest quarter of Southwest quarter,
Northwest quarter of Southeast quarter.
Section 24 All.
Section 25 Northeast quarter of Northeast quarter,
South half of North half,
South half.
Section 26 South half of Northeast quarter,
West half,
Southeast quarter.
Section 27 North half,
North half of Southwest quarter,
East half of Southwest quarter of Southwest quarter,
Southeast quarter,
Section 28 North half,
Southwest quarter of Southeast quarter,
West half of Southeast quarter of Southeast quarter,
Southwest quarter of Southwest quarter,

Township 4 North, Range 16 East. cont'd.

Section 30 Northeast quarter of Southeast quarter.
 Section 33 Southeast quarter,
 Section 34 Southwest quarter.
 Section 35 East Half of Northeast quarter,
 North half of Northwest quarter,
 Southwest quarter,
 Northeast quarter of Southeast quarter,
 Section 36 All.

Township 4 North, Range 17 East.

Section 2 Southwest quarter of Northwest quarter,
 North west quarter of Southwest quarter,
 Section 3 North half of Northeast quarter,
 Southeast quarter of Northeast quarter.
 Section 4 Northwest quarter of Northeast quarter,
 Northwest quarter,
 North half of Southwest quarter.
 Section 5 Southwest quarter.
 Section 6 Northwest quarter,
 East half of Southwest quarter,
 South half of Southeast quarter.
 Section 7 Northwest quarter of Northeast quarter,
 Northeast quarter of Northwest quarter,
 South half of Southwest quarter,
 West half of Southeast quarter.
 Section 8 Northwest quarter,
 East half of Southwest quarter,
 Southeast quarter.
 Section 9 North half of Northwest quarter.
 Section 10 Northeast quarter,
 Southwest quarter,
 North half of Southeast quarter.
 Section 11 Southwest quarter of Northwest quarter,
 Northwest quarter of Southwest quarter.
 Section 13 South half of Southwest quarter,
 North half of Southeast quarter,
 Southwest quarter of Southeast quarter.
 Section 14 Southeast quarter of Southeast quarter.
 Section 16 All.
 Section 17 All.
 Section 18 North half,
 Southwest quarter,
 Section 21 Northwest quarter,
 Section 22 Northeast quarter of Southeast quarter,
 South half of Southeast quarter,
 Section 23 East half of East half,
 Southwest quarter of Northeast quarter,
 Southeast quarter of Northwest quarter,
 Northeast quarter of Southwest quarter,
 Southwest quarter of Southwest quarter,
 Northwest quarter of Southeast quarter.
 Section 24 All.
 Section 25 Northeast quarter of Northeast quarter,
 South half of North half,
 South half.
 Section 26 South half of Northeast quarter,
 West half,
 Southeast quarter.
 Section 27 North half,
 North half of Southwest quarter,
 East half of Southwest quarter of Southwest quarter,
 Southeast quarter,
 Section 28 North half,
 Southwest quarter of Southeast quarter,
 West half of Southeast quarter of Southeast quarter.

Section 30 Northeast quarter of Northeast quarter,
South half of North half,
Southwest quarter,
West half of Southeast quarter,
Northeast quarter of Southeast quarter,
Section 31 East half of Northeast quarter,
Section 32 Northeast quarter,
North half of Northwest quarter,
Section 33 North half of Northeast quarter,
Southwest quarter of Northeast quarter,
Northwest quarter of Northwest quarter,
South half,
Section 34 North half,
North half of South half,
Southwest quarter of Southwest quarter,
Southeast quarter of Southeast quarter,
Section 35 All,
Section 36 Northwest quarter of Northeast quarter,
Northwest quarter,
North half of Southwest quarter,
Southwest quarter of Southwest quarter,

Township 5 North, Range 16 East.

Section 1 South half of Southwest quarter,
Section 3 Northwest quarter,
Northwest quarter of Southwest quarter,
Section 4 South half of Northeast quarter,
Northeast quarter of Southwest quarter,
North half of Southeast quarter,
Section 10 Southeast quarter of Southeast quarter,
Section 12 West half of Northwest quarter,
Section 13 Southwest quarter,
Section 14 West half of Southwest quarter,
Southeast quarter of Southwest quarter,
Section 15 South half of Northwest quarter,
Southwest quarter,
Section 22 Northwest quarter of Northwest quarter,
Section 23 West half of Northeast quarter,
Southeast quarter of Northeast quarter,
Northeast quarter of Northwest quarter,
West half of Northwest quarter,
North half of Southwest quarter,
Southeast quarter,
Section 24 Northeast quarter,
Southwest quarter of Northwest quarter,
Section 25 Southeast quarter of Northeast quarter,
Northeast quarter of Northwest quarter,
South half of Northwest quarter,
Section 26 Northwest quarter of Northeast quarter,
Northeast quarter of Northwest quarter,
South half of North half,
Northeast quarter of Southwest quarter,
Section 27 Northwest quarter of Northwest quarter,
East half of Southwest quarter,
West half of Southeast quarter,
Section 28 Southeast quarter,
Section 33 South half of Northeast quarter,
West half,
Southeast quarter,
Section 34 Southeast quarter of Northeast quarter,
South half of Southwest quarter,
East half of Southeast quarter,
Section 35 East half of Northeast quarter,
Southwest quarter of Northwest quarter,
West half of Southwest quarter,
Southeast quarter of Southwest quarter,
Southeast quarter

Township 4 North, Range 17 East. Cont'd.

- Section 29 West half of Northeast quarter,
Southeast quarter of Northeast quarter,
North half of Northwest quarter,
Southwest quarter of Northwest quarter,
South half,
Section 30 Northeast quarter of Northeast quarter,
South half of North half,
Southwest quarter,
West half of Southeast quarter,
Northeast quarter of Southeast quarter,
Section 31 East half of Northeast quarter,
Section 32 Northeast quarter,
North half of Northwest quarter,
Section 33 North half of Northeast quarter,
Southwest quarter of Northeast quarter,
Northwest quarter of Northwest quarter,
South half,
Section 34 North half,
North half of South half,
Southwest quarter of Southwest quarter,
Southeast quarter of Southeast quarter,
Section 35 All,
Section 36 Northwest quarter of Northeast quarter,
Northwest quarter,
North half of Southwest quarter,
Southwest quarter of Southwest quarter,

Township 6 North, Range 18 East.

- Section 1 South half of Southwest quarter,
Section 3 Northwest quarter,
Northwest quarter of Southwest quarter,
Section 4 South half of Northeast quarter,
Northeast quarter of Southwest quarter,
North half of Southeast quarter,
Section 10 Southeast quarter of Southeast quarter,
Section 12 West half of Northwest quarter,
Section 13 Southwest quarter,
Section 14 West half of Southwest quarter,
Southeast quarter of Southwest quarter,
Section 15 South half of Northwest quarter,
Southwest quarter,
Section 22 Northwest quarter of Northwest quarter,
Section 23 West half of Northeast quarter,
Southeast quarter of Northeast quarter,
Northeast quarter of Northwest quarter,
West half of Northwest quarter,
North half of Southwest quarter,
Southeast quarter,
Section 24 Northeast quarter,
Southwest quarter of Northwest quarter,
Section 25 Southeast quarter of Northeast quarter,
Northeast quarter of Northwest quarter,
South half of Northwest quarter,
Section 26 Northwest quarter of Northeast quarter,
Northeast quarter of Northwest quarter,
South half of North half,
Northeast quarter of Southwest quarter,
Section 27 Northwest quarter of Northwest quarter,
East half of Southwest quarter,
West half of Southeast quarter,
Section 28 Southeast quarter,
Section 33 South half of Northeast quarter,
West half,
Southeast quarter,
Section 34 Southeast quarter of Northeast quarter,
South half of Southwest quarter,

Section 8 Southeast quarter of Northeast quarter,
West half of Southwest quarter,
East half of Southeast quarter,
Section 11 Southeast quarter,
Section 12 Southwest quarter,
West half of Southeast quarter,
Section 13 West half of Northeast quarter,
Northwest quarter,
West half of Southwest quarter,
Section 14 East half,
Southeast quarter of Northwest quarter,
Northeast quarter of Southwest quarter,
Section 16 All,
Section 17 Southeast quarter of Northeast quarter,
Northwest quarter,
North half of Southwest quarter,
Southwest quarter of Southwest quarter,
Northwest quarter of Southeast quarter,
Section 18 North half,
Southwest quarter,
West half of Southeast quarter,
Southeast quarter of Southeast quarter,
Section 19 West half of East half,
West half,
Southeast quarter of Southeast quarter,
Section 26 Southwest quarter,
Section 34 East half of Northeast quarter,
Section 35 Northwest quarter,
East half of Southwest quarter,
Southeast quarter,
Section 36 All,

Containing acres more or less.

Part 2. Mill and Townsite.

Tract One:

Commencing at the section corner common to Sections Two, Three, Ten and Eleven, T 1 N. R. 15 E. M. D. M. running thence North on Section line Six hundred feet, to a point of commencement (being the S. E. Corner of this land hereby sold and conveyed) Running thence West ten hundred and twenty feet to a point; thence North Two Hundred and Sixty feet to a point; thence West Three hundred feet to a point; thence North Seven Hundred feet to a point; thence East Four Hundred ten feet to a point; thence North Three hundred and Eighty-eight feet to a point; thence easterly to the said first named section line, (which said section line runs North and South) to a point on said section line, situate seventeen hundred and twenty three (1723) feet north of said section corner common to Section 2-3-10 and 11 herein before named--thence South to said point of commencement. 33.06 acres.

Being the same lands conveyed to the party of the first part by J. D. Gilkey by deed of Record in Vol. 80 of Deeds page 501 thereof of Tuolumne County Records.

Tract Two: That certain tract of land situate as aforesaid and described as follows:

Being that certain square tract of land containing about (5 3/4) five and three quarters acres of land more particularly described as follows:

Commencing at a stone mound and stake at South East corner of land sold by said J. D. Gilkey to one Irwin of said County, and running thence East Five hundred feet. North five hundred feet, thence West five hundred feet thence South five hundred feet to place of beginning all being in

Township 5 North, Range 16 East. Cont'd.

Section 36 All,

Township 5 North, Range 17 East.

Section 7 East half of Southeast quarter,
 Section 8 Southeast quarter of Northeast quarter,
 West half of Southwest quarter,
 East half of Southeast quarter,
 Section 11 Southeast quarter,
 Section 12 Southwest quarter,
 West half of Southeast quarter,
 Section 13 West half of Northeast quarter,
 Northwest quarter,
 West half of Southwest quarter,
 Section 14 East half,
 Southeast quarter of Northwest quarter,
 Northeast quarter of Southwest quarter,
 Section 16 All,
 Section 17 Southeast quarter of Northeast quarter,
 Northwest quarter,
 North half of Southwest quarter,
 Southwest quarter of Southwest quarter,
 Northwest quarter of Southeast quarter,
 Section 18 North half,
 Southwest quarter,
 West half of Southeast quarter,
 Southeast quarter of Southeast quarter,
 Section 19 West half of East half,
 West half,
 Southeast quarter of Southeast quarter,
 Section 26 Southwest quarter,
 Section 34 East half of Northeast quarter,
 Section 35 Northwest quarter,
 East half of Southwest quarter,
 Southeast quarter,
 Section 36 All,

Containing acres more or less.

Part 2. Mill and Townsite.

Tract One:

Commencing at the section corner common to Sections Two, Three, Ten and Eleven, T 1 N. R. 15 E. M. D. M. running thence North on Section line Six hundred feet, to a point of commencement (being the S. E. Corner of this land hereby sold and conveyed) Running thence West Ten hundred and twenty feet to a point; thence North Two Hundred and Sixty feet to a point; thence West Three hundred feet to a point; thence North Seven Hundred feet to a point; thence East Four Hundred ten feet to a point; thence North Three hundred and Eighty-eight feet to a point; thence easterly to the said first named section line, (which said section line runs North and South) to a point on said section line, situate seventeen hundred and twenty three (1723) feet north of said section corner common to Section 2-3-10 and 11 herein before named--thence South to said point of commencement. 33.06 acres.

Being the same lands conveyed to the party of the first part by J. D. Gilkey by deed of Record in Vol. 80 of Deeds page 501 thereof of Tuolumne County Records.

Tract Two: That certain tract of land situate as aforesaid and described as follows:

Being that certain square tract of land containing about (5 3/4)
 and situate as above named, more particularly described as

South East quarter of Section Three, twp. one North Range Fifteen East N. D. M.
Being the same lands conveyed to the party of the first part by J. D. Gilkey by deed of record in Vol 77 of Deeds page 416 thereof of Tuolumne County Records.

Tract Three: That certain tract of land situate as aforesaid and described as follows:

Commencing at Sivoris N. W. Corner of his land purchased from J. D. Gilkey thence running North 100 feet, thence East 500 feet, thence South 100 feet, thence West 500 feet to the point of beginning and being a piece of land 100 feet by 500 feet 1.15 acres

Being the same lands conveyed to the party of the first part by J. D. Gilkey by deed of record in vol 79 of Deeds page 40 thereof of Tuolumne County Records, on October 31, 1916

Tract Four:

~~1st:~~ these portions of the property hereinafter described lying north and westerly of the County Road leading from Sonora to Tuolumne:

The East half of Northeast quarter of Section 10;

Northwest quarter of Section 11; Northwest quarter of Northeast quarter of Section 11; Southwest quarter of Southeast quarter; Southeast quarter of Southwest quarter of Section 2; and portion of the Southwest quarter of Southwest quarter of Section 2 described as follows:

Commencing at the Southeast corner of S.W. $\frac{1}{4}$ of S.W. $\frac{1}{4}$ of Sec. 2T. 1 N.R. 15 E.M.D.M. and running thence from said point of beginning due North to the center of the main Curtis Creek and thence meandering in a southwesterly direction along the center of said Creek to the southerly boundary line of said S.W. $\frac{1}{4}$ of Sec. 2 T. 1 N.R. 15 E. M.D.M. and thence running east along said boundary line to place of beginning and containing 20 acres of land more or less, all being in Township 1 N. R. 15 E. M.D.M. and containing a total of 274.50 acres more or less, as per the survey of said lands made by C. W. Terry, C. E.

Tract Five: Commencing at a point on the North line of said S.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ of said Section 10-48 2/3 Rods East of Northwest Corner of said S.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ of said Section 10; thence East along north boundary line of said S.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ of said Section 10 to Northeast Corner of said S.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ of said Section 10; thence South along the East boundary line of said S.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ of section 10 to the Northerly boundary line of the Public Highway leading from Sonora to the Town of Tuolumne; thence westerly along the northerly boundary line of said Public Highway to a point thereon 38 1/3 rods distant Westerly from the East line of said S. W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ of said Section 10; thence northerly 28 1/2 rods more or less to the point of beginning, and being all the land owned by the parties of the first part or either of them in the S.W. $\frac{1}{4}$ of N. E. $\frac{1}{4}$ of Section 10, aforesaid, which lies North of said Public Highway and the tract hereby conveyed is bounded on the West, North and East by lands of Standard Lumber Company and on the South by said Public Highway and containing 7 1/2 acres more or less of land.

Tract Six:

~~1st:~~ The East half of the Southeast quarter of section four subject however to the use of three and 20/100 acres therein now occupied as right of way for track of Sierra Railway Company of California as the same is described in an agreement dated March 15, 1899 recorded in Vol. 40 Page 209 of Deeds of Tuolumne County Records.

~~2nd:~~ Northwest quarter of Northeast quarter and fractional northeast quarter of Northeast quarter of section nine which lies north and west of the south and west bank of Curtis Creek and all that portion of north half of southeast quarter of northeast quarter, and all that portion of the southeast quarter of the southeast quarter of the northeast quarter of said section nine which lies north and west of the south and east bank of said Curtis Creek and

3rd: All that portion of the Northwest quarter of the Northwest quarter of section ten which lies north of the south bank of Curtis Creek, less however 7/100 of an acre more or less in Northeast corner of said legal subdivision which was heretofore conveyed by three separate deeds to the party of the first part herein one of which deeds is recorded in Book A Vol. 78 page 79 of Deeds, one in Book A Vol. 80 page 544 of Deeds and the other in Book A Vol. 81 page 229 of Deeds all of Tuolumne County Records all of which lands above described and hereby conveyed are in Township one North Range fifteen East Mount Diablo Meridian and comprise in the aggregate two hundred and five and 5/10 (205.5) acres of land and embraces what is known as the McAuley Ranch and is delineated on a survey and map made by C. W. Terry Licensed Land Surveyor on May 17, 1920, less 86.02 acres described as follows:

Beginning at corner No. 1, in the center of the County Road leading from Sonora to Tuolumne, and being on the Section line between Sections 4 and 9 Twp. 1 N.R. 15 E. M.D.M. and from whence the corner common to Sections 3, 4, 9, and 10, bears S. 89°20' E. 1250 feet; thence from said corner No. 1, along the center of the County Road S. 67°56' E. 388 feet to Corner No. 2; thence S. 71°19' E. 410.2 feet to corner No. 3; thence S. 63°15' E. 284.5 feet to corner No. 4; thence S. 37°03' E. 801.5 feet to corner No. 5; thence S. 55°26' E. 261.6 feet to corner No. 6; thence S. 38°03' E. 155.6 feet to corner No. 7 and center of the concrete bridge over Curtis Creek, and whence a 3 inch cross (X) and B.O.7 chiseled on South rail of bridge bears S. 47°W. 9.6 feet; thence down the southerly side of Curtis Creek, S. 65°28' W. 65 feet to corner No. 8; thence S. 85°08' W. 250 feet to corner No. 9, thence S. 80°W. 63. feet to corner No. 10, thence S. 37°25' W. 93. feet to corner No. 11; thence S. 18°20' W. 304 feet to corner No. 12; thence S. 21°15' W. 64. feet to corner No. 13, thence S. 32°22' W. 88. feet to corner No. 14; thence S. 47°57' W. 123. feet to corner No. 15; thence S. 38°25' W. 103. feet to corner No. 16; thence S. 51°10' W. 252. feet to corner No. 17; thence N. 86°50' W. 157. feet to corner No. 18; thence N. 51°47' E. 280. feet to corner No. 19; thence S. 85°55' W. 338. feet to corner No. 20; thence leaving creek, N. 0°29' W. 660. feet to corner No. 21; thence N. 89°20' W. 1293 feet to corner No. 22; thence N. 0°22' W. 1320 feet to corner No. 23 identical with 1/4 Section corner on north boundary of Section 9; thence S. 89°20' E. 1336. feet along Section line to corner No. 1, the point of beginning and containing 86.02 acres of land according to the map or plat of a survey of said lands made by C. W. Terry, licensed Land Surveyor, on July 31st, 1920, Said lands being that portion of the lands conveyed by Arthur McAuley et. als. to the Standard Lumber Company by deed dated June 21st, 1920 and recorded in Vol. 81 page 508 of Deeds Tuolumne County Records, which lie South and West of the center of the County Road leading from Sonora to Tuolumne, containing in all 119.48 acres more or less.

Tract Seven:

Being the fractional East half of the Northwest quarter; the fractional West half of the Northeast quarter; Northeast quarter of Southwest quarter; Northwest quarter of Southeast quarter; South half of Southwest quarter of Section 3 Township 1 North, Range 15 East, Mount Diablo Meridian.

Also the Northeast quarter of Northwest quarter; Northwest quarter of Northeast quarter; South half of Northwest quarter; North half of Southwest quarter of Section 10 Township 1 North, Range 15 East, M. D. M.

Also all that portion of the Southwest quarter of the Northeast quarter of Section 10 which lies North of the road leading from Sonora to Summerville and described as commencing at a mound on the North of said road 38-1/3 rods distant from the East line of the Southwest quarter of the Northeast quarter of said Section 10, thence running westerly along the North side of the road to the West line of the Southwest quarter of the Northeast quarter of said Section 10, thence North on said line 28 2/3 rods to the Northwest corner of the Southwest quarter of the Northeast quarter of said Section 10 thence East 48-2/3 rods along the North line of the Southwest quarter of the Northeast quarter of said Section to a stone mound, thence Southerly 28 2/3 rods to the place of beginning, containing in all 567 acres of land more or less and being the same land conveyed to said party of the first part by deed dated March 28th, 1892 and recorded in Book "A" Vol. 25 page 422 of Deeds, records of said Tuolumne County and Southwest

quarter of Southeast quarter of Section 3 Township 1 North, Range 15 East containing 40 acres

A. Less that portion of said lands conveyed by the party of the first part to Daniel McInley Jr. on September 30th, 1899 by deed recorded in Book "A" Vol. 41 page 469 of Deeds, Tuolumne County Records and containing about three acres of land more or less. A reference to which deed is hereby made for a more particular description of said land hereby excepted.

B. Also less that portion of said lands conveyed by the party of the first part to the Curtis Creek School District on September 4th, 1903 by a deed of record in Book "A" Vol. 55 page 220 of Deeds, Tuolumne County Records and containing one acre more or less of land. A reference to which deed is hereby made for a more particular description of said land hereby excepted.

C. Also less that portion of said lands conveyed by the party of the first part for right of way to T. S. Bullock by deed dated September 30th, 1899 and recorded in Bk. "A" Vol. 42 page 443 of Deeds of Tuolumne County Records and containing 12.36 acres of land more or less. A reference to which deed above referred to is hereby made for a more particular description of said lands hereby excepted, and the party of the first part does hereby grant to the party of the second part the right to enforce all the terms and conditions imposed upon T. S. Bullock by the deed lastly above referred to.

D. Also less that portion of said lands conveyed by the party of the first part and Lena Passler, his wife, to W. A. Gibbs by deed dated Nov. 16th, 1903 and recorded in Book "A" Vol. 55 page 148 of Deeds, Tuolumne County Records and containing 12 acres more or less of land. A reference to which deed is hereby made for a more particular description of said land excepted, containing 578.64 acres more or less.

Tract Eight:

Being all that certain ranch commonly known as the Gilkey ranch consisting of about 175 acres more or less, being adjoined by ranches of Mayer, Standard Lumber Company on east and north by Baldwin land, and all real property in said County and State situate in Section 2 and 3 Twp. 1 North Range 15 East M.D.M.

It is the intention hereby to convey and the parties of the first part do grant to the party of the second part all the real property described in that certain deed dated January 24th, 1920 and recorded February 18th, 1920 in Vol. 82 page 240 of Deeds Tuolumne County Records, California, to which reference is made, containing 175 acres more or less.

Tract Nine:

One acre of land situate near the north gate on the Northeast quarter of Southeast quarter of Section three in Township one North Range fifteen East Mount Diablo meridian being oblong in shape the longest dimensions being North and South and being a portion of said Northeast quarter of Southeast quarter and being the same lands as conveyed to Mrs. Jennie Silani by J. D. Gilkey on April 14, 1914 by deed of record in Vol. 74 thereof of deeds of Tuolumne County Records, page 458.

Tract Ten:

Also that certain tract of land being a triangular piece of land situate next East and adjoining the tract of land above described and commencing at the Northeast corner of said land above described and thence running South along the east boundary of said above described tract of land two hundred and eight feet and nine inches to southeast corner of said above described land; thence east in a straight line one hundred and four feet and six inches; thence in a straight line to the point of commencement and being the same tract of land as conveyed to Mrs. Jennie Silani ~~on the 14th day of April 1914~~ by J. D. Gilkey on July 23, 1915 by deed of record in Volume 77 page 240 thereof of Deeds of Tuolumne County Records, containing .25 acres more or less.

Tract Eleven:

Being a portion of the S. E. one-quarter (1/4) of S. E. (1/4) of Sec. Three (3), T. 1. N. R. 15 E., M.D.M., and more particularly described as follows: Beginning at the southwest corner of the southeast one-quarter (1/4) of S. E. 1/4 of Sec. three (3), T. 1, N. R. 15 E., M.D.M. a cedar post on a granite ledge, where two fences intersect; thence east three hundred (300) feet to a pine stake set in a mound of rock and scribed E. N. 2; thence north 1 deg. W. 871.2 feet to stake in a mound of rock scribed E. N. 3; thence west three hundred (300) feet to a stake in a mound of stone in the east line of land belonging to the Standard Lumber Company and scribed E. N. 4., thence south 1 deg. E. 871.2 feet to point of beginning, containing 6 acres more or less.

Tract Twelve:

Commencing at a point 30 feet south of the Northeast corner of Salina's land (purchased heretofore from J. D. Gilkey) and running thence east 40 feet to a point or point of commencement herein; thence east 209 feet; thence South 104½ feet to a point; thence west 209 feet to a point; thence north 104½ feet to a point of beginning, Being a piece of land 104½ feet by 209 feet (.501 acres) and being the same parcel of land conveyed to the party of the first part by deed dated May 10th, 1920 and recorded in Vol. 82 page 326 of Deeds, Tuolumne County Records.

Tract Thirteen:

Beginning at a point on the north line of section ten in township one north range fifteen east, Mount Diablo meridian of the survey of California one thousand feet East of the Northwest corner of said section; thence east along the North line of said section 10, a distance of three hundred and twenty feet; thence south a distance of two hundred feet; thence north fifty nine degrees west, three hundred and seventy eight feet to the place of beginning being a triangular piece of land comprising about seven tenths of an acre and being the same lands described in a deed recorded in Vol. 78 pg. 29 of deeds of Tuolumne County records.

Tract Fourteen:

The following described land situate in Tuolumne County, California to-wit: That portion of the E W ½ of S W ¼ of Section 2, Twp. 1 N R 15 E M D M commencing at the northwest corner of land conveyed to Sorverio Caruso by deed recorded in Vol. 77 page 96 of Deeds of Tuolumne County records, running thence South 209 feet to a point thence west 104½ feet to a point, thence north 209 feet to a point; thence East 104½ feet to the point of beginning and containing one half acre of land.

Tract Fifteen:

A. 1st- Beginning at a point on the Southerly boundary of the lot owned by Ida J. Hale and whence an iron pin in the middle of the County road leading from Sonora to Jacksonville and mentioned in the deed of E. Ferguson to J. H. Southerland, bears S. 71° 45' W. 27.4 ft. distant; thence S. 12° E. along the Easterly side of the county road 135.5 ft., thence E. 71° 45' E. 149.8 ft. to a stake four inches square and two feet long; thence N. 3° 02' E. 144.6 ft. to the southerly boundary of the lot owned by Ida J. Hale; thence S. 71° 45' W. 187.5 ft. to the place of beginning, containing 54/100 acres. Magnetic variation 17 East.

B. 2nd- All that portion of Lot 1 of Section 1 Twp. 1 N.R. 14 E. M.D.M. described as follows: Beginning at a stake and iron pin driven on the Westerly Side of the extension of Stewart Street and the Southerly side of the lot owned by Ida J. Hale. Mag. Var. 17° East. Thence S. 35° 30' E. 222.3 feet to a stake on the Southerly side of the said extension of Stewart Street. Thence S. 23° E. 155.5 feet to a stake on the southerly side of the said extension of Stewart Street; thence S. 76° 06' W. 234.2 feet to an iron bolt; thence E. 25° 45' W. 99 feet to an iron bolt; thence N. 59° 55' W. 89.5 feet to a stake; thence S. 71° 45' W. 90.1 feet to a stake set on the Easterly side of the extension of Washington Street; thence N. 12° W. 50.0 feet to an iron

bolt whence the southerly side of Ida J. Hales' lot bears N. 12°30' W. 135.5 ft. distant; thence N. 71°45' E. 149.6 feet to a post 4 ins. square; thence N. 3°02' E. 144.6 feet to a stake on the southerly side of Ida J. Hales' lot; thence N. 71°45' E. 109.5 feet to the place of beginning, containing 1.50 acres.

Beginning at corner No. 1, on the West side of Washington Street, which bears N. 15°30' W. 100 feet from the N. W. corner of Byron Ave., and Washington Street. Thence S. 74°30' W. 133 feet to corner No. 2, thence S. 15°30' E. 100 feet to corner No. 3 on Byron Ave., thence S. 74°30' W. 87 feet to corner No. 4, thence S. 35°15' W. 64.6 feet to corner No. 5, thence N. 19°W. 331.9 feet to corner No. 6, thence N. 71°30' E. 254 feet to corner No. 7 on West side of Washington Street, Thence S. 20°45' E. 209 feet to point of beginning and being a portion of what is known as the extension of the Southern Addition to the city of Sonora which is a subdivision of Lot 1, Sec. 1, T. 1. N. R. 14 E. M.D.K. as per map thereof now on file in the office of the County Recorder of said Tuolumne County, Containing 1.52 acres more or less.

Tract Sixteen:

Lots Five (5), Six (6), Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11), Nineteen (19), Twenty (20), Twenty-one (21), Twenty-two (22), Twenty-three (23), Twenty-four (24) and Twenty-five (25), Steinmetz subdivision of Lots Two (2), Three (3), Six (6), and Seven (7); Block Forty-three (43) city of Sonora.

Tract Seventeen:

Lots One (1), Two (2), Three (3), Four (4), Fifteen (15), Sixteen (16), Seventeen (17), and Eighteen (18), Steinmetz subdivision of Lots Two (2), Three (3), Six (6), and Seven (7), Block Forty-three (43), city of Sonora.

Tract Eighteen:

Lots Twenty-three (23) and Twenty-four (24) in Block One (1) of Lucio Addition to the town of Stent, Tuolumne County California.

together with the lumber mill and lumber mill plant, including planing mills, saw mills, sash and door and box factories, boilers, boiler houses, dry kilns, power houses, machine shops, water works, machinery, electric light plants, tramways and appurtenances and all machinery and equipment in anywise used in connection with said lumber mill or accessory plants on said real property in this Part 2 described; and all houses, buildings, railroads and appurtenances now built or connected with or placed on the said real estate above described, or any portion thereof, together with the appurtenances thereto (excepting public roads and the rights of way and other property and appurtenances, whether attached to the soil or not, of railroads now owned by the party of the first part).

Part 3.

southerly side of Ida C. Sales' lot; thence N. $71^{\circ}45'$ E. 100.5 feet to the place of beginning, containing 1.60 acres.

Beginning at corner No. 1, on the west side of Washington Street, which bears N. $15^{\circ}30'$ W. 100 feet from the N. W. corner of Byron Ave., and Washington Street. Thence S. $74^{\circ}30'$ W. 133 feet to corner No. 2, thence S. $15^{\circ}30'$ E. 100 feet to corner No. 3 on Byron Ave., thence S. $74^{\circ}30'$ W. 87 feet to corner No. 4, thence S. $35^{\circ}15'$ W. 64.6 feet to corner No. 5, thence N. $19^{\circ}45'$ E. 331.9 feet to corner No. 6, thence N. $71^{\circ}30'$ E. 254 feet to corner No. 7 on west side of Washington Street. Thence S. $20^{\circ}45'$ E. 209 feet to point of beginning and being a portion of what is known as the extension of the Southern Addition to the city of Sonora which is a subdivision of Lot 1, Sec. 1, T. 1. N. R. 14 E. M.D.M. as per map thereof now on file in the office of the County Recorder of said Tuolumne County, Containing 1.52 acres more or less.

Tract Sixteen:

Lots Five (5), Six (6), Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11), Nineteen (19), Twenty (20), Twenty-one (21), Twenty-two (22), Twenty-three (23), Twenty-four (24) and Twenty-five (25), Steinmetz subdivision of Lots Two (2), Three (3), Six (6), and Seven (7); Block Forty-three (43) city of Sonora.

Tract Seventeen:

Lots One (1), Two (2), Three (3), Four (4), Fifteen (15), Sixteen (16), Seventeen (17), and Eighteen (18), Steinmetz subdivision of Lots Two (2), Three (3), Six (6), and Seven (7), Block Forty-three (43), city of Sonora.

Tract Eighteen:

Lots Twenty-three (23) and Twenty-four (24) in Block One (1) of Lucio Addition to the town of Stent, Tuolumne County California.

together with the lumber mill and lumber mill plant, including planing mills, saw mills, sash and door and box factories, boilers, boiler houses, dry kilns, power houses, machine shops, water works, machinery, electric light plants, tramways and appurtenances and all machinery and equipment in anywise used in connection with said lumber mill or accessory plants on said real property in this Part 2 described; and all houses, buildings, railroads and appurtenances now built or connected with or placed on the said real estate above described, or any portion thereof, together with the appurtenances thereto (excepting public roads and the rights of way and other property and appurtenances, whether attached to the soil or not, of railroads now owned by the party of the first part).

Part 3.

All the right, title and interest of Standard Lumber Company in and to the trees and timber, and appurtenant rights-of-way, right of ingress and egress and privileges of removal incident to such ownership,

upon the following described lands in Tuolumne County, in the State of California, to-wit:

Township 3 North, Range 16 East.

Section 3 North half of North half,
Section 10 Southeast quarter of Northeast quarter,
Section 11 Southwest quarter of Northwest quarter,
Northwest quarter of Southwest quarter,
Section 13 East half of Northeast quarter,
Southwest quarter of Northeast quarter,
Northwest quarter of Southeast quarter,
Section 20 Northeast quarter,
Southeast quarter of Northwest quarter,
Section 21 West half of Northwest quarter,

Township 3 North, Range 18 East.

Section 5 Northwest quarter of Northwest quarter,
Section 6 Northeast quarter of Northeast quarter,
Southeast quarter of Northwest quarter,

Township 4 North, Range 16 East.

Section 25 North half of Southeast quarter,

Part 4.

Together with logging roads and tramways and the rights of way, easements and privileges owned and possessed in connection with said logging roads and tramways owned by the party of the first part and located upon any of the lands hereinbefore described in this indenture. And also together with any and all property, real, personal or mixed, of every kind and description now owned by the party of the first part in said Tuolumne County, California, including, among others, all mortgages, liens, contracts, notes, accounts, judgments, causes of action, leases, rights of way, easements, franchises and privileges.

TOGETHER WITH all and singular the tenements, hereditaments and appurtenances thereunto belonging, or in any wise appertaining, and the reversion and reversions, remainder and remainders, rents, issues, and privileges thereof.

TO HAVE AND TO HOLD, all and singular the said premises, together with the appurtenances, unto the said party of the second part, and to its successors and assigns forever. And the said party of the first part for itself and its successors, the said premises in the quiet and peaceable

possession of the party of the second part, its successors and assigns, against the said party of the first part, its successors and assigns, and against all and every person and persons whomsoever lawfully claiming or to claim the same, shall and will warrant and by these presents forever defend.

IN WITNESS WHEREOF, the said party of the first part has caused this instrument to be signed by its President, and its corporate seal to be hereto affixed, attested by its Secretary, the day and year first above written.

Corp Seal

STANDARD LUMBER COMPANY

(S) *W. A. Pickering*
By W. A. Pickering
President.

ATTEST:

(S) *J. M. Barkans*
J. M. Barkans
Secretary.

STATE OF MISSOURI)
: SS
COUNTY OF JACKSON)

On this 1st day of May, in the year 1926, before me, Howard J. Ebert, a Notary Public in and for Jackson County, Missouri, personally appeared W. A. Pickering, known to me to be the President of the corporation that executed the within instrument, and acknowledged to me that such corporation executed the same, and that the seal affixed to said instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of its board of directors.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal at Kansas City, Missouri the day and year first above written.

Notary Seal

(S) *Howard J. Ebert*
Howard J. Ebert
Notary Public in and for
Jackson County, Missouri.

My commission expires June 1928

*Recorded May 14, 1926, 1:44 PM
Book 9 Vol 91, pages 40 et seq.
Volume Court, Deed Record.*

PLC's 1926 INCOME TAX RETURN

Form 1120 U. S. INTERNAL REVENUE (Auditor's Stamp)		<h2 style="margin: 0;">CORPORATION INCOME TAX RETURN</h2> <h3 style="margin: 0;">For Calendar Year 1926</h3>		File Code Serial Number (Auditor's Stamp)	
<p style="text-align: center;">File This Return with the Collector of Internal Revenue for Your District on or Before March 15, 1927</p> <p style="text-align: center;">PRINT PLAINLY CORPORATION'S NAME AND BUSINESS ADDRESS</p> <p style="text-align: center;"> THE PICKERING COMPANY & Affiliated Corporations, <small>(Name)</small> 307 West 11th Street, (Formerly 1013 R.A. Long Bldg) <small>(Street and Number)</small> Kansas City, Missouri. <small>(City and State)</small> </p> <p style="text-align: center;">Date of Incorporation _____</p>					
<p style="text-align: center;">Under the Laws of what State or Country _____</p> <p style="text-align: center;"> Manufacturing lumber and products; retail Lumber yards; KIND OF BUSINESS abstracting; stockraising and farming. </p> <p style="text-align: right;">IS THIS A CONSOLIDATED RETURN? Yes</p>					
GROSS INCOME					
1. Gross Sales from Trading or Manufacturing, Less Returns and Allowances				\$ 11,322,979.59	
2. Less Cost of Goods Sold:					
(a) Inventory at beginning of year		3,703,438.03			
(b) Merchandise bought for sale		3,912,799.50			
(c) Cost of manufacturing or otherwise producing goods (From Schedule A)		4,972,496.60			
(d) Total of items (a), (b), and (c)		12,648,734.13			
(e) Less inventory at end of year		4,392,943.70		8,255,790.43	
3. Gross Profit from Trading or Manufacturing (Item 1 minus Item 2)				3,117,189.16	
4. Gross Profit from Operations Other Than Trading or Manufacturing: (State source of income)					
(a) _____				77,844.82	
(b) _____					
(c) _____					
5. Interest on Bank Deposits, Notes, Mortgages, and Corporation Bonds				57,286.43	
6. Rents				69,958.22	
7. Royalties				None	
8. Profit from Sale of Real Estate, Stocks, Bonds, and other Capital Assets (From Schedule B)				923,965.37	
9. Dividends on Stock of Domestic Corporations				636.00	
10. Other Income (including dividends received on stock of foreign corporations): (State source of income)					
(a) _____				91,871.68	
(b) _____					
				4,339,451.68	
DEDUCTIONS					
11. Compensation of Officers (From Schedule C)				150,000.00	
12. Rent on Business Property				21,589.18	
13. Repairs (From Schedule D)				41,524.86	
14. Interest				672,303.14	
15. Taxes (From Schedule E)				215,973.03	
16. Losses by Fire, Storm, etc. (From Schedule F)				41,150.79	
17. Bad Debts (From Schedule G)				32,151.50	
18. Dividends (From Schedule H)				636.00	
19. Depreciation (resulting from exhaustion, wear and tear, or obsolescence) (From Schedule I)				615,999.83	
20. Depletion of Mines, Oil and Gas Wells, Timber, etc. (Attach schedule, see Instruction 21)				446,938.94	
21. Other Deductions Not Reported Above. (Repeate below, or on separate sheet):					
(a) Salaries and wages. (Not included in item 11, or 14 above)					
(b) Net Loss for prior year. (Attach schedule)					
(c) _____					
(d) _____					
(e) _____					
(f) _____				1,227,303.40	
22. TOTAL DEDUCTIONS IN ITEMS 11 TO 22				3,465,636.73	
23. NET INCOME (Item 11 minus Item 22)				873,814.95	
COMPUTATION OF TAX					
24. Not Income (Item 24 above)		873,814.95			
25. Less credit of \$2,000 for a domestic corporation having a net income of less than \$25,000		None			
26. Balance (Item 25 minus Item 24)		873,814.95			
27. Less Income Tax Paid at Source. (This credit can only be allowed to a nonresident foreign corporation)				None	
28. Income and Profit Taxes Paid to a Foreign Country or to a Possession of the United States by a domestic corporation				None	
29. Balance Tax (Item 26 minus Item 27 and 28)				117,905.02	
30. Total Tax (Item 29 plus Item 21)				117,905.02	

An amended return must be marked "Amended" at top of return

Checks and drafts will be accepted only if payable at par to rear

This partial copy of the Pickering Lumber Corporation's 1926 income tax return shows the company's various accounts, assets and reported income.

Fibreboard Corporation

Page 4 of Return

SCHEDULE L—RECONCILIATION OF NET INCOME AND ANALYSIS OF CHANGES IN SURPLUS

1. Net income from Item 24, page 1 of the return	873	814.95	2. Dividends, interest, and contributions:	8	144.55
3. Deductible losses:			(a) Dividends, interest, and contributions:		
(a) Interest on obligations of the United States or its possessions			(b) Income and profits taxes paid to the United States, and amount of such taxes paid to its possessions or foreign countries as are allowed as a credit to Item 27, page 1 of the return		28.50
(b) Interest on obligations of the United States or its possessions			(c) Federal taxes paid on the five annual levels		
(c) Dividends deductible under Section 24(a) of the Revenue Act of 1926			(d) Federal income tax paid to the United States		
(d) Dividends of the nonresident alien (to be detailed)			(e) Federal income tax paid to the United States		
(e) Other items of deductible income (to be detailed)			(f) Federal income tax paid to the United States		
(f) Interest	4.28	388.74	(g) Federal income tax paid to the United States		
(g) Taxes	73	955.83	(h) Federal income tax paid to the United States		
4. Changes against interest for loss of life, if Item 18, page 1 of the return, is not so adjusted in interest			(i) Federal income tax paid to the United States		
5. Changes against interest for loss of life, if Item 18, page 1 of the return, is not so adjusted in interest			(j) Federal income tax paid to the United States		
6. Total of Items 1 to 4, inclusive	1,377	509.76	(k) Federal income tax paid to the United States		
7. Total from Item 17	127	406.06	(l) Federal income tax paid to the United States		
8. Net profit for year as shown by books, before any adjustments are made thereon (Line 8, column 2)	1,250	103.70	(m) Federal income tax paid to the United States		
9. Surplus and undistributed profits as shown by balance sheet at close of preceding taxable year	9,096	524.42	(n) Federal income tax paid to the United States		
10. Other credits to surplus (to be detailed):			(o) Federal income tax paid to the United States		
(a) Appreciation of Timber,	7,003	042.79	(p) Federal income tax paid to the United States		
(b) Refund of Capital Stock Tax	23	010.00	(q) Federal income tax paid to the United States		
11. Total of Items 7 to 10, inclusive	13,372	680.91	(r) Federal income tax paid to the United States		
12. Surplus and undistributed profits as shown by balance sheet at close of taxable year (Line 10, column 2)	251	012.47	(s) Federal income tax paid to the United States		
13. Total of Items 11 and 12	13,121	680.44	(t) Federal income tax paid to the United States		

QUESTIONS

(a) Did substantially the same conditions, as are set out in the Affiliations Schedule filed for 1925 or prior years, obtain during the entire taxable year 1926? See statement front page, attached schedule

(b) If the answer to the question in (a) is "yes," a statement, setting forth the particulars in which the situation has changed, should be attached to and made a part of this return. If there have been substantial changes in stockholdings, a complete schedule of such changes should be submitted on Form 853, Affiliations Schedule 3. If there are companies other than those covered by the Affiliations Schedule for prior years which, applying the tests contained in questions 4, 5, or 6, may have come into the affiliated group since 1925, Form 851, 852, 853, and 853A, are required for the entire group for the taxable year.

(c) Did the corporation file a consolidated return for the preceding taxable year? Yes

PREDECESSOR BUSINESS

8. Did the corporation file a return under the same name for the preceding taxable year? Yes. If not, was the corporation formerly any an outgrowth, purchase, continuation, or reorganization of a business or businesses in existence during this or the preceding taxable year? Yes. If answer is "yes," give name and address of each predecessor business.

BASIS OF RETURN

9. Is this return made on the basis of actual receipts and disbursements? No. If not, describe fully what other basis or method was used in computing net income. Accrual

LIST OF ATTACHED SCHEDULES

10. Enter below a list of all schedules accompanying this return, giving for each a brief title and the schedule number. The name and address of the taxpayer should be placed on each separate schedule accompanying the return.

KIND OF BUSINESS

1. By means of the key letters given below, identify the corporation's main income-producing activity with one of the general classes, and follow this by a special description of the business sufficient to give the information called for under each general class.

A.—Agriculture and related industries, including fishing, logging, ice harvesting, etc., and also the leasing of such property. State the product or products. B.—Mining and quarrying, including gas and oil wells, and also the leasing of such property. State the product or products. C.—Manufacturing. State the product and also the material if not implied by the name of the product. D.—Construction—excavations, loadings, bridges, railroads, ships, etc., also equipping and installing same with systems, devices, or machinery, without their manufacture. State nature of structures built, materials used, or kind of installations. E.—Transportation—rail, water, local, etc. State the kind and special product transported, if any. F.—Public utilities—gas (natural, coal, or water), electric light or power (hydro or power generated), heating (steam or hot water), telephone, waterworks or sewer. G.—Retail trade—merchandise sold from store, elevators, warehouses, stock exchanges, etc. H.—Wholesale trade—merchandise sold from store, elevators, warehouses, stock exchanges, etc. I.—Service—domestic, foreign, or other, including restaurants, hotels, other professional, personal, or domestic service. J.—Finance, including banking, real estate, etc. K.—Other. State the business in detail.

2. Concerning each business activity falling in two or more of the above general classes, where the same product is concerned, should report business as identified with but one of the above general classes; for example, concern in A or B which also transport and market their own product exclusively or mainly, should still be identified with these A or B; concern in C manufacturing which own or control their own source of material supply in A or B and which also transport, sell, or install their own product exclusively or mainly, should be identified with manufacturing; concern in D may control or own the source of supply of materials used exclusively or mainly in their construction work; concern in E or F may own or control the source of their material or product; concern in G or H may own or control the source of their own production would identify them with A, B, or C.

Answers:

(a) General class (use key letter designation) "C"

(b) State briefly, in your own words, the nature of the business, and whether acting as principal, or as agent or commission; state if inactive or in liquidation) Manufacturing lumber, bath, rough, doors, box shooks; retail lumber yards; abstracting; stockraising and farming.

AFFILIATIONS WITH OTHER CORPORATIONS

SEE INSTRUCTION 12

4. Does the corporation own 25 per cent or more of the outstanding capital stock of another domestic corporation or of other corporations? Yes

5. Is over 25 per cent or more of your outstanding capital stock owned by another corporation? No

6. Is 25 per cent or more of your outstanding capital stock as well as 25 per cent or more of the outstanding capital stock of another corporation or of other corporations owned or controlled by the same individual or partnership or by the same individuals, partnerships, or corporations in substantially the same proportion? No

7. If the answer to questions 4, 5, and 6, or to any of them, is "yes," answer the following:

(a) Did the corporation file Forms 851, 852, 853, and 853A for the taxable year 1922 or subsequent taxable years? Yes. If the answer to this question is "yes," these forms will not be required, except under the circumstances described in question (b). If the answer to this question is "no," and the answer to questions 4, 5, and 6, or to any of them, is "yes," procure from the Collector of Internal Revenue for your district Forms 851, 852, 853, and 853A, Affiliations Schedules 1, 2, 3, and 4, which shall be filled in and filed as a part of this return. If the answer to this question is "no," question (b) need not be answered.

AFFIDAVIT

We, the undersigned, president and treasurer of the corporation for which this return is made, being severally duly sworn, each for himself depose and say that this return, including the accompanying schedules and statements, has been prepared by true and correct knowledge and belief, a true and complete return made in good faith, for the taxable year as stated, pursuant to the Revenue Act of 1926 and the Regulations issued under authority thereof.

Sworn to and subscribed before me this 13th day of May, 1927.

NOTARIAL
SEAL

Notary Public
(Signature of official in the foregoing order)

CORPORATE
SEAL

Vice-President
Assistant Treasurer

PRECISING TUBES COMPANY

STANDARD	INVENTRY	W. CROSSL	FIGURING	W. SELL FILE	BRICK B. & F. CO.	TOTAL	SEC. "L"	CONSOLIDATED TOTAL
\$ 316.201.34			18,583.61	243,131.94		577,977.09		577,977.09
32,847.71		1,423.64	27,773.55	44,241.34		105,336.23		105,336.23
343,159.05		1,423.64	48,357.35	287,373.28		686,313.32		686,313.32
43,323.96		1,205.76		41,240.73		82,447.42		82,447.42
309,136.09		217.88	48,357.35	240,152.53		635,565.90		635,565.90

SCHEDULE "A-2", COST OF SALES, CONTINUED:

YEARLY - 50.00

Purchases,	\$ 346,261.34
Inventory January 1, 1926.	<u>32,697.71</u>
	\$ 378,959.05
Inventory December 31, 1926.	<u>43,223.96</u>
Total Stores.	\$ 399,136.09

RECEIVED - FBI - NEW YORK

\$ 3,161,931.95	
<u>821,406.07</u>	
\$ 3,983,338.02 ✓	
<u>1,105,709.82</u>	
\$ 2,877,628.20 ✓	

STG File:

9.742.00	9.742.00
60.945.63	60.945.63
183.549.16	183.549.16
265.236.79	265.236.79
148.450.94	148.450.94
111.785.85	111.785.85

SUMMARY:

\$ 4,770.58.79	44,870.31	4,725,710.48
603,065.90		603,065.90
2,814,425.20		2,814,425.20
<u>111,765.65</u>		<u>111,765.65</u>
\$ 8,308,660.74	44,870.31	8,255,793.43

EXCERPT FROM THE JOURNAL OF THE

360A

P I C K E R I N G L U M B E R C O M P A N Y

STANDARD	TRADING	MANUFACTURING	PICKERING	FACTOR	RECEIVED	TOTAL	SEC. 12	COMMODITIES
								TOTAL
EDITH A-1, SALES:								
Lumber & Products Sold & Used, \$ 3,004,517.69	1,553,109.22	2,318.71	564,010.47	1,434,527.58	305,374.76	6,863,858.43		6,863,858.43
Merchandise - Stores,	393,932.77		48,765.30	309,562.99		752,261.06		752,261.06
Merchandise - Retail Yards,						3,664,363.87		3,664,363.87
Look Farm,						92,476.23		92,476.23
Total,						11,372,979.59		11,372,979.59
EXPENSES - 2, COST OF SALES:								
DEPRECIATION:								
Production Costs:								
Felling, Cutting, etc.,	153,259.12	137,139.82	5,366.05	37,071.10	12,703.40	405,539.49		405,539.49
Bailing, Skidding & Yarding,	398,576.34	283,929.36	11,000.00	207,449.09	60,211.91	1,060,156.70		1,060,156.70
Loading,	43,444.23	34,721.24	2,000.53	33,554.54	7,503.47	119,223.97		119,223.97
Log Trucks,	14,769.17	3,823.23	10,665.70	94,094.29	25,010.93	148,363.32		148,363.32
Log Transportation & Unloading,	423,482.53	252,595.57	29,494.45	170,209.53	36,575.10	892,357.18		892,357.18
Boarding Houses,	7,306.65	11,128.99				18,435.64		18,435.64
Misc. Logging Supplies & Exp.,	47,425.73	35,904.44	1,104.07	7,702.01	2,055.66	94,131.81		94,131.81
Road or Log Yard Expense,	12,579.52	15,030.39	24,036.07	7,002.01	6,523.97	65,167.96		65,167.96
Sawmill Expense,	161,567.30	174,252.39	13,561.38	98,685.81	24,405.50	472,472.46		472,472.46
Air Drying,	85,672.24	116,701.79	4,434.06	81,017.50	25,173.44	312,938.05		312,938.05
Skid Drying,	101,197.50	30,604.00				131,801.50		131,801.50
Timber Drying, etc.,	2,555.62	112,985.77	2,637.15	53,286.91	4,280.51	165,465.96		165,465.96
Misc. Sawmill Supplies & Exp.,	75,778.15	50,614.73	36,732.57	55,743.57	13,455.46	232,324.58		232,324.58
Planing Mill,	20,558.92	21,477.37	1,770.21			43,806.50		43,806.50
Lath Mill,	14,077.24	37,433.67				51,510.91		51,510.91
Factory Cutting,	24,321.63					24,321.63		24,321.63
Door Manufacturing,	202,441.92					202,441.92		202,441.92
Window Manufacturing,	59,154.77					59,154.77		59,154.77
Archives,	2,116,394.97	1,172,157.69	172,509.77	642,453.74	216,535.35	4,030,051.75		4,030,051.75
Inventory January 1, 1926,	337,266.99	51,512.63		150,774.65	120,595.98	660,050.25		660,050.25
Inventory December 31, 1926,	1,146,864.47	511,546.16	81,770.64	270,311.55	120,595.98	2,030,093.20		2,030,093.20
Inventory December 31, 1926,	8,002,345.43	2,235,210.48	821,700.67	442,751.32	335,521.33	11,833,529.23		11,833,529.23
Inventory December 31, 1926,	1,456,711.62	1,135,522.34	254,335.63	215,434.57	145,071.37	4,107,075.53		4,107,075.53
Inventory December 31, 1926,	2,203,556.61	1,079,694.16	56,737.26	706,775.21	151,449.96	4,798,113.20		4,798,113.20
Expenses:								
Transferred,	206,866.11	503,67.67				211,903.78		211,903.78
Log Sold (Capital Assets),			35,311.12			35,311.12		35,311.12
Lumber & Lath - Pickering Fire,			37,816.26			37,816.26		37,816.26
Shipping Expense,	2,203,556.61	692,426.05	51,099.59	766,775.22	151,449.96	4,495,531.57		4,495,531.57
	103,542.52	109,710.22	25.50	23,037.39	10,326.64	275,042.22		275,042.22
Total Lumber & Pro.,	2,307,099.73	1,002,544.27	35,322.59	816,432.31	207,476.80	4,772,582.79		4,772,582.79
						44,870.31		44,870.31
						4,725,713.48		4,725,713.48

THE PICKERING COMPANY AND AFFILIATED CORPORATIONS

SCHEDULE "A-10" OTHER INCOME:

And Debts Recovered & Accounts Uncollected, \$ 4,605.25
Cash Discounts on Purchases, 47,760.88
Timber and Land Depreciations, 698.88
Insurance Dividends, 9,993.33
Farm Mach'y & Tools to Inventory Basis, 2,315.43
Commissions by Retail Yards, 1,632.47
Salvage, Pickering Mill, 11,638.38
Salvage, Craven Mill, 6,222.37
Salvage, Bushman Mill, 92.50
Salvage, Long Bldg. Furn. & Fix., 419.20
Salvage, Resale of Lumber and Lumber, 65.37
Miscellaneous, Steward, 6,037.47
Miscellaneous, Twyman, 178.73
Miscellaneous, Twyman, 211.07

\$ 91,671.68 ✓

SCHEDULE "A-12", COMPENSATION OF OFFICERS:

A. N. Pickering, Chairman of Board,
A. A. Pickering, President & Treasurer,
T. E. Barnum, Vice-President & Secretary,
Walter Robinson, Vice-President,
D. H. Steinhilber, Vice-President,
J. E. Deal, Vice-President,

PERIOD COVERED

TIME

2.12.00 7.30.37 14.73.44 1.30.00 2.55.00

None None None None None

25,000.00 40,000.00 10,000.00 10,000.00 23,000.00 10,000.00 150,000.00 ✓

25,000.00 40,000.00 10,000.00 10,000.00 23,000.00 10,000.00 150,000.00 ✓

SCHEDULE "A-13", RENT:

General,
Retail Yards,
Office Building, Growing Rent December,

\$ 12,452.50 8,723.01 21,172.51 ✓

416.07 416.07

12,452.50 8,723.01 416.07 21,589.18 ✓

12,452.50 8,723.01 416.07 21,589.18 ✓

SCHEDULE "A-14", REPAIRS:

House Repairs,
Store Repairs,
Retail Yards Repairs,
House Repairs,

\$ 31,575.81 524.36 7,003.27 1,761.72 41,524.86 ✓

31,575.81 524.36 7,003.27 1,761.72 41,524.86 ✓

31,575.81 524.36 7,003.27 1,761.72 41,524.86 ✓

THE PICKERING COMPANY AND AFFILIATED CORPORATIONS

THE PICKERING COMPANY,	PRINCIPAL COMPANY.
PICKERING LUMBER COMPANY,	A SUBSIDIARY.
THE SABINE VALLEY ABSTRACT COMPANY,	A SUBSIDIARY.

PICKERING LUMBER COMPANY SUBSIDIARIES:

URBAN REALTY COMPANY,	OPERATING.
SUGAR PINE RAILWAY COMPANY	NON-OPERATING.
HETCH-HETCHY & YOSEMITE VALLEYS RAILWAY COMPANY,	NON-OPERATING.
TURN BACK CREEK LIGHT AND POWER COMPANY,	NON-OPERATING 1926.

PICKERING LUMBER COMPANY:

This company is a consolidation on May 1, 1926, (As at close of business December 31, 1925, of the following corporations:

W. H. PICKERING LUMBER COMPANY,	(Dissolved December 31, 1926)
PICKERING LAND & TIMBER COMPANY,	(Dissolved December 31, 1926)
SABINE VALLEY TIMBER & LUMBER COMPANY,	(Dissolved December 31, 1926)
STANDARD LUMBER COMPANY,	

Prior to March 1, 1927, all of the above corporations filed information ~~as subsidiary or affiliated corporations~~, Form 1122, with the Collector of Internal Revenue at Kansas City, Missouri.

LIST OF ATTACHED SCHEDULES, ETC

Copy of Letter granting an extension of 30 days to file completed return.
Copy of Letter granting a further extension of 30 days.

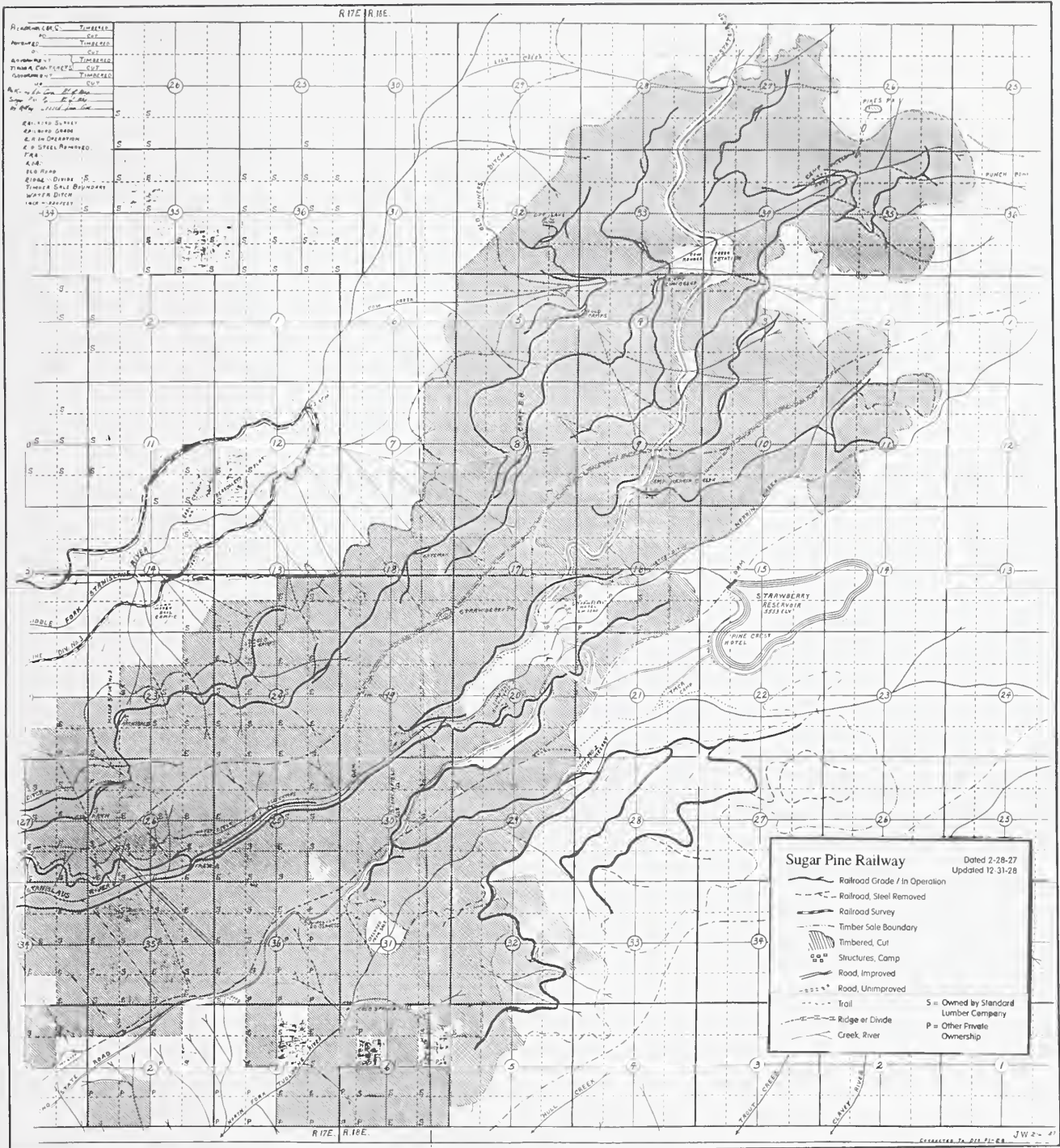
Schedule	"A-1", Sales,
	"A-2", Cost of Sales,
	"A-4", Gross Income Other Operations,
	"A-5", Interest,
	"A-6", Rents,
	"A-8", Profit from Sales, etc., Capital Assets,
	"A-9", Dividends, Stock Domestic Corporations,
	"A-10", Other Income,
	"A-12", Compensation of Officers,
	"A-13", Rents,
	"A-14", XXXXXX Repairs,
	"A-15", Interest,
	"A-16", Taxes,
	"A-17", Leases,
	"A-18", Bad Debts,
	"A-19", Dividends Deductible,
	"A-20", Depreciation,
	"A-21", Depletion,
	"A-22", Other Deductions,
	Details of Schedule "A-8", Profit Sales Capital Assets,
	Details of Schedule "A-20", Depreciation,
	Details of Schedule "A-21", Depletion,
	Reconciliation of Inventories,
"K",	Balance Sheets, January 1, 1926,
	Balance Sheets, December 31, 1926,
Form	1126 Certificate of Inventories,

Logging Camps Along the Sugar Pine Railway

Standard Lumber Company and the Pickering Lumber Corporation

1908	Tramway (near the South Fork Sawmill.)
1910-1913	Lyons Dam
1913	Sequoia
1914	Fraser #1 (Camp was completely burned by a forest fire in the same year. Area renamed Pine Siding.)
1915-1918	Fraser (At Jenness Flat, near what is now called Fraser Flat.)
1918-1919	Lowell
1919-1921	Rath
1921	Pickering #1 (Moved to Bumblebee in 1923.)
1922	Crandall-in-the-Hole (Located below Spring Gap.)
1923	Bumblebee #1 (Located off the Hells Half Acre Road.)
1924	Bumblebee #2 (Called Bumblebee-in-the-Hole. Located below Bumblebee #1, toward the Peeled Onion.)
1924	Crandall (On the hill overlooking Schoettgen Pass.)
1925-1926	Pickering #2 (Located near the Punch Bowl.)
1926-1927	Herring Creek
1926-1927	Crandall (Located at the Willer Ranch.)
1927-1928	Strawberry #1
1928-1930	Strawberry #2
1929-1930	Eagle Creek (Located near the Jupiter area.)
1929	Tunnel Creek
1929	Beardsley Flat
1930	Sourgrass (Closed November 1930.)
1931-1936	Logging operations ceased during the Great Depression.
1937-1939	Sourgrass (Reopened September 1937.)
1940-1941	Grohl
1952-1957	Skull Creek
1955	Soap Creek
1956	Beardsley Reservoir
1957	Camp Curry on Beaver Creek

RR GRADE FROM CAMP RATH TO PUNCH BOWL, DECEMBER 1928



This plat illustrates a number of important features of the Pickering Lumber Company and its Sugar Pine Pine Railway not many months before the 1929 stock market crash. Among the features shown are the Thomas and Meservey alignment of the railroad across the Middle Fork Stanislaus at Beardsley Flat; a camp used by that firm's subcontractor, Marsh Brothers; various railroad logging camps; railroad grades and sidings; ditches, roads and timber sale areas. Standard/Pickering Lumber Company land ownership is also indicated by the "S" in the southwest corner of the quarter-corners.

Fibreboard Corporation

STANDARD LUMBER CO.

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PAY ROLL

MONTH OF June 16/30th 1925

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STANDARD LUMBER CO.

MONTH OF June 16/30th 1925 Page

PAY ROLL

[illegible]

PAY ROLL

STANDARD LUMBER CO.

MONTH OF *June 14/15 1925*

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NAME		NO	DATE												TOTAL	CHARGES	BALANCE	COUPONS	BOARDS	DE	TRANSPORTATION ADVANCED		WOODS	RENT	WOOD	BY RY	MISCELLANEOUS	
			1	2	3	4	5	6	7	8	9	10	11	12						DETAIL	AMOUNT	MOTEL			FERRY	AMT	DETAIL	
Costantino	D		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Costantino	H		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Johnson	C.W.		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Vine	Joe		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Salerno	Ben		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Wells	L.D.		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75						51.85			
Quinn	M		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Dunn	W		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75						43.92			
Harris	H		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Williams	A		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Garner	J		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Quinn	M		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Salerno	J		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Dunn	W		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Wells	L.D.		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Quinn	M		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Harris	A		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Garner	J		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Quinn	M		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Salerno	J		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Dunn	W		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Wells	L.D.		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Quinn	M		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Salerno	J		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Dunn	W		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Wells	L.D.		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Quinn	M		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Salerno	J		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Dunn	W		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Wells	L.D.		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Quinn	M		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Salerno	J		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Dunn	W		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Wells	L.D.		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Quinn	M		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Salerno	J		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Dunn	W		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Wells	L.D.		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Quinn	M		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Salerno	J		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Dunn	W		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Wells	L.D.		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Quinn	M		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Salerno	J		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Dunn	W		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Wells	L.D.		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Quinn	M		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Salerno	J		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Dunn	W		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Wells	L.D.		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Quinn	M		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Salerno	J		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Dunn	W		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Wells	L.D.		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Quinn	M		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75									
Salerno	J		1	1	1	1	1	1	1	1	1	1	1	1	70.00	0.75	69.25		15.75					</				

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PAY ROLL *Low Creek*

STANDARD LUMBER CO.

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COUPON		NO.	NAME	MONTH OF June 16/30 1925														TOTAL		CHARGES	BALANCE	EDGES	TOTAL BALANCE	DAYS PAID	CHECK NO.	COUNTRIES	BOARD	DR.	TRANSPORTATION ADVANCED	ROOM & HOTEL	REST	WOOD	SP. BY PASSENGER	MISCELLANEOUS		
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	AMT.	DETAIL
			Balman, C	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Butler, Fred	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Tim Ansdale, W	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Roll, Joe	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Butler, J. C.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Smith, Ben	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Miller, Fred	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Hay, Frank	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Barnard, A	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Carlyle, M	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Dennett, G	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Salomach, R	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Boyer, A	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Long, Sam	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Huber, R. P.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Jones, J. C.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Labelling, T	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Long, Fred	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Watson, J. B.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Ellis, Tom	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Hardy, R	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Longaker, J	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Martin, Geo	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Johnson, Jim	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Ward, Louis	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Boyer, J. D.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Moore, H. W.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			O'Brien, H.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
			Henderson, J. W.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1					

STANDARD LUMBER CO.

PAY ROLL: *Low Creek*

MONTH OF *June* 11/30 1925

COUPONS	NO	NAME	RATE													TOTAL	CHARGE	BALANCE	EXPENSE	TOTAL BALANCE	DATE PAID	CHECK NO	COUPONS	DOLLAR	CENT	TRANSPORTATION ADVANCED		ROOMS	RENT	WOOD	S. & P.	MISCELLANEOUS	
				1	2	3	4	5	6	7	8	9	10	11	12											DETAIL	AMOUNT					DETAIL	AMOUNT
76° 52	✓	H. Gault O	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	3.75			10.25	250079	5.00	11.75					2.00					
	✓	Peters J	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	7.00			5.00	250080		12.00					1.75		63.65			
	✓	Carles H B	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	17.75			6.25	250081		15.75					2.00					
	✓	Stewart H	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	17.75			6.25	250082		15.75					2.00					
	✓	Winters L	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	12.50			9.50	250083		2.50					5.00		9.50			
86° 22	✓	W. O. Smith R	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	17.75			8.25	250084	1.00	15.75					2.00					
	✓	Blum F	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	17.75			7.25	250085		15.75					2.00					
	✓	Burgess J W	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	17.75			7.00	250086		15.75					2.00					
92° 32	✓	Hillier L	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	17.75			6.75	250087	5.00	15.75					2.00					
98° 52 71° 52	✓	Lucas Paul	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	17.75			4.75	250088	10.00	15.75					2.00					
	✓	White W	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	17.75			6.95	250089		15.75					2.00					
	✓	Latham Ed	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	17.75			6.95	250090		15.75					2.00					
	✓	McIntosh J	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	17.75			6.00	250091		16.00					2.00					
	✓	Handberg J	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	17.75			4.25	250092		15.75					2.00					
	✓	Duncan D	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	17.75			5.25	250093		15.75					2.00					
79° 22	✓	Reed Tom	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	7.00			5.00	250094	2.00	2.00					2.00		2.30			
80° 22 76° 22	✓	McIntosh J	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	17.75			3.25	250095	4.00	15.75					2.00					
	✓	Pace Andrew	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	17.75			4.00	250096		16.25	1.25				1.00		10.00			
82° 52	✓	White Paul	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	17.75			3.25	250097	5.00	5.25					2.00		11.50			
	✓	Thompson Carl	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	17.75			2.25	250098		9.25			3.75		1.00					
88° 22 71° 52 71° 52	✓	Hatchell C	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	7.00			5.00	250099	6.00	16.00					2.00		12.00			
	✓	Handberg C	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	7.00			5.00	250100		2.00					2.00		10.00			
79° 52	✓	Handberg C	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	17.75			5.75	250101	2.00	1.00					2.00		10.00			
	✓	Handberg John	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.00	17.75			4.00	250102		1.00					2.00		10.00			

MONTH OF _____

Page-1

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STANDARD LUMBER CO.

MONTH OF June 1st to 30th 1925 Page 2

Page No. 100-4-2

PAY ROLL

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MONTH OF _____

June 16th to 30th 1925

Page _____ :

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STANDARD LUMBER CO.

Form No. 10-43
PAY ROLL

MONTH OF June 16th to 30th 1925 Page 1 of 1

COUPONS	No	NAME	RATE	DATE																															TOTAL	CHARGE	BALANCE	Extra	TOTAL BALANCE	DATE PAID	CHECK NO.	COUPONS	DAYS	TRANSPORTATION	ADVANCED	DETAILS	AMOUNT	ROOMS	MOTEL	FARM	WOOD	S. R. EXP.	MISCELLANEOUS	DETAILS						
				06	07	10	12	20	21	22	23	24	25	26	27	28	29	30	31																																									
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ROLL *Lumber*

STANDARD LUMBER CO.

NUMBER 66															MONTH OF 11-18-1918																	
NAME	DATE													TOTAL	CHARGES	BALANCE	ERROR	TOTAL BALANCE	DATE PAID	CHECK NO.	COUPONS	BOXED	ON	TRANSPORTATION ADVANCES		QUOTED HOTEL	RENT	WOOD	ST. R. FARE	AMT	MISCELLANEOUS	OTHER
		DETAIL	AMOUNT																													
Benjamin														20.15				2680	11.1.1		1.15	120										
Benjamin														21.20				2120	11.1.1		1.15	120		32								
Benjamin														21.20				2120	11.1.1		1.15	120		32								
Benjamin														21.20				2120	11.1.1		1.15	120		32								
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Benjamin														21.20				2120	11.1.1		1.15	120		32								
Benjamin														21.20				2120	11.1.1		1.15	120		32								
Benjamin														21.20				2120	11.1.1		1.15	120		32								
Benjamin						</																										

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PAY ROLL

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STANDARD LUMBER CO.

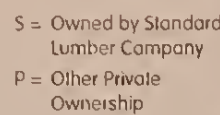
MONTH OF January 1-15-1925

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RAIL®

3660



LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

Description		Acreage	S. Pine	W. Pine	Fir	Cedar	Totals
<u>T 8 N - R 16 E</u>							
Sec. 3	NR NW	39.62					
	SW NW	39.67					
	SW NW	40.					
	SR NW	40.					
		159.89					Clean
Sec. 4	NR NE	30.52					Clean
Sec. 5	NW NE	32.63	10	410			420
	NR NW	32.63	30	370		40	440
	SR NW	40.	40	470			510
		105.66	80	1250		40	1370
<u>T 8 N - R 16 E</u>							
Sec. 1	NR NE	39.92					
	NW NE	39.77					
	NR NW	39.62					
	NW NW	39.47					
	SW NW	40.					
	SR NW	40.					
	NW SW	40.					
		278.78					Clean
Sec. 2	NW NE	39.62					
	NW NE	39.77					
	SW NE	40.					
	SR NE	40.					
	NR NW	40.02					
	NW NW	40.27					
	SW NW	40.					
	SR NW	40.					
	NR SW	40.					
	NW SW	40.					
	NR SW	40.					
		439.58					Clean
Sec. 3	SW NW	40.					
	NR NW	40.					
	SW NW	40.					
	SR NW	40.					
	NR SW	40.					
	NW SW	40.					
	SR SW	40.					
	NR SW	40.					
	NW SW	40.					
	SR SW	40.					
		480.					Clean
Sec. 4	NR NW	40.22					
	NW NW	40.27					
	SR NW	40.					
	NR SW	40.32					
	NW SW	40.37					
	SR SW	40.					
	NR SW	40.					
	NW SW	40.					
	SR SW	40.					
	NR SW	40.					
	NW SW	40.					
	SR SW	40.					
		481.18					Clean

This is a sample from the Pickering Lumber Company's accounting of its Standard Block showing the company's land and timber holdings at the end of 1930. Many of the pages listing lands south of the Middle Fork Stanislaus have the notation "clean" while most of the company's land north of the river had not yet been logged. The summary sheet shows a total of 53,992.77 acres with 1,298,872,000 board feet, primarily in ponderosa and sugar pine.

Fibreboard Corporation

LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

STANDARD BLOCK		LANDS & TIMBER				DOCUMENT 51, 1930	
Description	Acres	S.Pine	W.Pine	Fir	Cedar	Totals	
<u>T 3 E - R 16 N</u>							
Sec. 8 NE NE	40.35						
SW NE	40.25						
SE NE	40.						
SW NE	40.						
SE NE	40.05						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
320.65						0.00	✓
Sec. 9 SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
200.						0.00	✓
Sec. 10 SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
480.						0.00	✓
Sec. 11 NE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
320.						0.00	✓
Sec. 12 NE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
40.							
Sec. 13 NE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
40.							
Sec. 14 NE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
40.							
Sec. 15 NE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
40.							
Sec. 16 NE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
40.							
Sec. 17 NE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
40.							
Sec. 18 NE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
40.							
Sec. 19 NE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
40.							
Sec. 20 NE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
SW NE	40.						
SE NE	40.						
40.							
320.		320		70		390	
320.		320		70		390	

LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

LAND & TIMBER						
Standard Block			December 31, 1930			
Description	Acreage	S.Pine	W.Pine	Fir	Cedar	Totals
<u>T 5 N - R 16 E</u>						
Sec. 26 NE SW	40.					
SW SW	40.					
NW SW	40.					
SE SW	40.					
NW SE	40.					
SW SE	40.					
SE SE	40.					
246	280.					Clean ✓
Sec. 27 NE SE	40.					
SE SE	40.					
	80.					Clean ✓
Sec. 33 SE SE	40.					Clean ✓
Sec. 34 NE NE	40.					
SW NE	40.					
SE NE	40.					
SW NE	40.					
SE NE	40.					
SW SE	40.					
SE SE	40.					
NW SE	40.					
SW SE	40.					
SE SE	40.					
394 21 1/2	400.					Clean ✓
Sec. 35 NW NE	40.					
SW NE	40.					
NW NE	40.					
NW NE	40.					
SW NE	40.					
SE NE	40.					
NW NE	40.					
SW NE	40.					
	320.					Clean ✓
<u>T 5 N - R 17 E</u>						
Sec. 1 NW NE	40.					Out
NW NE	40.	85	600		175	800
SW NE	40.	70	580	50	100	780
SE NE	40.	150	575	40	50	825
NW NE	40.					Out
SE NE	40.					"
NW SE	40.					"
SE SE	40.					
NW SE	40.		250	40	70	370
	320.	245	1995	150	405	2775 ✓
Sec. 2 NW NE	40.15					Out
SE NE	40.	220	780	90	150	1240
NW NE	40.25					Out
NW NE	40.25					Out
	160.75	220	780	90	150	1240 ✓
Sec. 3 NW NE	40.40					
NW NE	40.40					
SW NE	40.					
SE NE	40.40					
NW NE	40.40					
SW NE	40.					
SE NE	40.					
	261.60					Clean ✓
Sec. 4 NW NE	40.32					
NW NE	40.17					
SW NE	40.					
SE NE	40.08					
NW NE	39.87					
SW NE	40.					
SE NE	40.					
NW SE	40.					
	290.88					Clean

LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

LAND & TIMBER

STANDARD BLOCK

DECEMBER 31, 1930

Description	Acreage	S. Pine	W. Pine	Fir	Cedar	Totals
<u>T 8 N - R 17 E</u>						
Sec. 8 NE NE ✓	39.47					Out
NW NE ✓	39.39					"
SE NW ✓	40.					"
NE SE ✓	30.60	250		100	75	405
	189.56	250		100	75	405
Sec. 6 SE NE ✓	40.					
NW NW ✓	39.82					
NE NW ✓	39.49					
NE SE ✓	40.					
	169.31					Clean ✓
Sec. 8 SW NE ✓	37.64					
NE SW ✓	40.					
SW SW ✓	40.					
NE SW ✓	40.					
NE SE ✓	37.66					
NW SE ✓	37.66					
SW SE ✓	37.69					
SE SE ✓	37.69					
	306.54					Clean ✓
Sec. 9 SE NE ✓	40.					
NE SW ✓	40.					
NW SW ✓	40.					
SE SW ✓	40.					
NW SE ✓	40.					
NW SE ✓	40.					
SW SE ✓	40.					
	360					Clean ✓
Sec. 10 NW NW ✓	40.					
SW NW ✓	40.					
	80					Clean ✓
Sec. 11 SE SE ✓	40.					Clean ✓
Sec. 16 NW NE ✓	40.					
NW NE ✓	40.					
NE NW ✓	40.					
NW NW ✓	40.					
SW NW ✓	40.					
SE NW ✓	40.					
NE SW ✓	40.					
NW SW ✓	40.					
SE SW ✓	40.					
SW SW ✓	40.					
SE SW ✓	40.					
SW SW ✓	40.					
SE SW ✓	40.					
NE SE ✓	37.61					
NW SE ✓	37.61					
SW SE ✓	37.68					
SE SE ✓	37.68					
	563.59					Clean ✓

LAND & TIMBER

STANDARD BLOCK

DECEMBER 31, 1980

Description	Acreage	S.Pine	W.Pine	Fir	Cedar	Totals
X 3 N - R 17 E						
Sec. 18 NE NE ✓	40.					
SE NE ✓	40.					
NE SE ✓	40.					
NW SE ✓	40.					
SW SE ✓	40.					
SE SE ✓	40.					
(R/R thru)						
W NE ✓						
NW NE ✓						
NE SW ✓						
W SW ✓						
	80.					
	360.					Clean ✓
Sec. 19 NE NE ✓	40.					
SE NE ✓	40.					
SW NW ✓	89.75					
SE NW ✓	40.					
	139.75					Clean ✓
Sec. 20 NE SE ✓	37.55		75		25	100
NW NE ✓	37.55					Cut
SW NE ✓	37.48			50	50	435
SE NE ✓	37.48		100		50	160
NW NW ✓	40.					Cut
SW NW ✓	40.					"
SE NW ✓	40.					"
NE SE ✓	40.	10	40	120	40	210
SE SE ✓	37.43	15	150	40	50	235
NW SE ✓	37.43	50	450	140	40	860
SE SE ✓	37.35	75	320	115	75	485
	422.25	130	1560	445	350	2285 ✓
Sec. 23 NE NE ✓	40.					
SE NE ✓	40.					
NW NE ✓	40.					
	120.					Clean ✓
Sec. 24 SW NW ✓	40.					Clean ✓
X 3 E - R 18 E						
Sec. 5 NE NW ✓	41.51					Clean ✓
Sec. 6 NE NE ✓	41.55					
SW NE ✓	40.					
SE NE ✓	40.					
NE NW ✓	40.					
SE NW ✓	40.					
NW SE ✓	40.					
SW SE ✓	40.					
SE SE ✓	40.					
	361.55					Clean ✓
Sec. 7 NE NE ✓	40.					
NW NE ✓	40.					
SW NE ✓	40.					
	120.					Clean ✓
X 4 E - R 15 E						
Sec. 1 NE NE ✓	40.15	950	250	250	90	1550
NW NE ✓	39.70	125	1020	260	120	1525
SE NE ✓	40.	550	1050	550	130	1900
NW SE ✓	40.		1530		150	1510
SW SE ✓	40.		1440	150	250	1790
SE SE ✓	40.		1450		175	1655
NE SE ✓	40.	410	950	500	510	2140
	279.60	1895	7750	1680	1135	12400 ✓

LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

LAND & TIMBER

STANDARD BLOCK

DECEMBER 31, 1930

Description	Acreage	S.Pine	W.Pine	Fir	Cedar	Totals
<u>T 4 N - R 15 E</u>						
Sec. 11 NE NE	40.	120	610	70	180	980
NW NE	40.		1020		110	1130
NE NW	40.		780			780
SE NW	40.	110	860	150	160	1280
SW SE	40.		1780			1780
E00.	✓	230	8000	240	450	8870
Sec. 12 NE NE	40.		1550		220	1770
NW NE	40.		1290	110	120	1510
NE NW	40.	130	1210	120	130	1590
SW NW	40.		1520			1520
NW SW	40.		1240		70	1310
SW SW	40.		1660		120	1800
E40.	✓	130	8280	230	650	9300
Sec. 13 NE SW	40.	50	630	220	160	1510
NW SW	40.	120	1120	160	140	1540
NE SE	40.	120	1910	120	310	2460
NW SE	40.	190	1140		220	1550
E00.	✓	520	8000	490	650	8660
Sec. 14 SW SE	40.		533		76	409
40.	✓		533		76	409
Sec. 23 NW NE	40.		101			101
SW NE	40.		440			440
SE NE	40.		604			604
NE NW	40.		99			99
NW NW	40.		106			106
E00.	✓		1349			1349
Sec. 24 NW NW	40.	57	610			667
SW NW	40.		595			595
00.	✓	57	1205			1262
<u>T 4 N - R 16 E</u>						
Sec. 1 NE NE	40.12	950	580	570	40	1750
NW NE	40.28	420	570	220	70	1280
NE SW	40.	780	640	130	90	1590
NW SW	40.	970	510	500	70	1650
SW SW	40.	150	1280		175	1575
E00.48	✓	3190	3590	920	445	8145
Sec. 2 NE NW	41.20	480	1510		75	1865
NW NW	41.29	680	1120	120	30	1930
SW NW	40.	1650	575		100	2325
SE NW	40.	880	340	175	60	1425
NW SW	40.	1350		175	50	1605
SW SW	40.	1150	275	220	80	1725
SE SW	40.	510	400	300	170	1380
NE SE	40.	550	920		75	1545
NW SE	40.	775		410	150	1335
SW SE	40.	120	1300	50	40	1510
SE SE	40.	420	1200	150	75	1815
E42.49	✓	8135	7240	1570	908	17853
Sec. 3 NE NE	41.37	1220	240	590	60	2110
NW NE	41.44	1340	640	250		2230
SE NE	40.	680	530	140	150	1500
NE NW	40.	250	80	175	25	510
SW NW	41.50	880	1210	220	90	2400
NW NW	41.57	475	1125	120	50	1770
SW NW	40.	1380	375	500	120	2375
SE NW	40.	1350	710		175	2235
NE SW	40.	500	370	300	130	1300
NW SW	40.	640	300	450	160	1550
SW SW	40.	1080	230	575	50	1935
SE SW	40.	1120		650	50	1820
NE SE	40.	1520	220		140	1780

LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

STANDARD BLOCK		LAND & TIMBER					DECEMBER 31, 1930	
Description	Acreage	S. Pine	W. Pine	Fir	Cedar	Totals		
<u>T & M - R 16 E</u>								
Sec. 3 NW 32	40.	1240	150	190	100	1710		
SW 32	40.	880	50	375	110	1415		
SE 32	40.	890	60	300	40	710		
	120.00	1490	640	465	140	2440		
Sec. 4 NE 32	41.31	250	1400	70	180	1850		
NW 32	41.34	920	360	390	70	1660		
SW 32	40.	675	300	250	70	1295		
SE 32	40.	675	650	300	75	1700		
NW 32	41.16	550	550	470	160	1630		
SW 32	40.	550	400	250	120	1320		
SE 32	40.	945	250	375	160	1730		
NW 32	40.	675	770	160	140	1945		
SW 32	40.	850	540	180	60	1530		
SE 32	40.	1420	370	210	125	2125		
NW 32	40.	1470	200	350	140	2160		
SW 32	40.	620	410	220	30	1480		
SE 32	40.	950	125	175	60	1310		
NW 32	40.	1370	475	350	140	2335		
SW 32	40.	850	360	375	75	1660		
SE 32	40.01	1490	700	465	140	2440		
Sec. 5 NE 32	40.67	570	810	100	70	1550		
NW 32	40.60	150	990		200	1340		
SW 32	40.	160	990		240	1390		
SE 32	40.	240	880		180	1300		
NW 32	40.74	190	1200		160	1550		
SW 32	40.67	900	760	180	140	1980		
SE 32	40.	350	1200		180	1730		
NW 32	40.	275	1260		140	1675		
SW 32	40.	320	990		60	1370		
SE 32	40.	75	1060		170	1305		
NW 32	40.	120	950			1070		
SW 32	40.	320	1300		120	1740		
SE 32	40.	620	300	240	60	1440		
NW 32	40.	760	650	250	125	1785		
	120.00	4870	15680	770	1475	20995		
Sec. 6 NE 32	40.51	1100	460	500	260	2320		
NW 32	40.55	1240	420	250	95	2015		
SW 32	40.50	520	1090	195	155	1960		
SE 32	40.57	1550	575	550	90	2765		
NW 32	40.57	220	410	300	150	1180		
SW 32	40.	120	1200	50	25	1495		
SE 32	40.11	4350	4055	1505	355	10265		
Sec. 7 NW 32	40.	60	1420		115	1595		
SW 32	40.	30	1180		75	1245		
SE 32	40.	70	1350	140	170	1730		
NW 32	40.	25	1430		150	1605		
SW 32	41.	50	1630		90	1770		
SE 32	40.		1175		120	1295		
NW 32	40.		1240		70	1310		
SW 32	40.	30	1020	230	90	1370		
SE 32	40.	75	720	450	120	1365		
NW 32	40.	40	650	200	70	960		
SW 32	40.	420	625	210	40	1495		
SE 32	40.	540	1020	360	180	1900		
	120.1	1120	15740	1550	1200	19610		
Sec. 8 NE 32	40.	1100	440	290	75	1905		
NW 32	40.	450	950	310	70	1880		
SW 32	40.	440	350	250	50	1110		
SE 32	40.	1420	520	150	60	2150		
NW 32	40.		1170	150	60	1380		
SW 32	40.	120	270	275	40	715		
SE 32	40.	325	225	570	130	1450		
NW 32	40.	190	350	750	150	1440		
SW 32	40.	250	950	120	50	1470		
SE 32	40.	20	570	30	20	640		
NW 32	40.	925	760	130	150	1965		

LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

STANDARD BLOCK		LANDS & TIMBER				DECEMBER 31, 1950	
Description	Acreage	S.Pine	W.Pine	Fir	Cedar	Totals	
<u>T 4 N - R 16 E</u>							
Sec. 8 NW SE ✓	40.	525	780	120	75	1740	
SW SE ✓	40.	310	1300	175	80	1865	
	80. ✓	6625	8755	8370	1020	19770 ✓	
Sec. 9 NE NE ✓	40.	180	1420		75	1675	
NW NE ✓	40.	540	1210	40	50	1840	
SE NE ✓	40.		1520		125	1645	
NE NW ✓	40.	1125	975	170	50	2350	
NW NW ✓	40.	700	1000	175	70	2025	
NE SW ✓	40.	970	780	150	40	1860	
SW NW ✓	40.		1520		70	1590	
SE SW ✓	40.	35	1500		75	1710	
NW SE ✓	40.	265	1540		150	2055	
SW SE ✓	40.		1320	80		1400	
	400. ✓	5615	15305	595	755	16225 ✓	
Sec. 10 NE NE ✓	40.	380	1010	90	50	1550	
NW NE ✓	40.	1250	80			1270	
SW NE ✓	40.	475	900	40	50	1565	
SE NE ✓	40.	200	790	50	40	1060	
NW NW ✓	40.	125	530		50	715	
	200. ✓	2430	2350	160	210	5150 ✓	
Sec. 11 NW NE ✓	40.	120	1150		75	1325	
SW NE ✓	40.	215	700		50	965	
NE NW ✓	40.	50	1070		40	1140	
NW NW ✓	40.	175	1520	50	70	1625	
SW NW ✓	40.	150	1110		50	1340	
SE NW ✓	40.	50	575		50	975	
NE SE ✓	40.	50	740			800	
SW SE ✓	40.	140	1550		40	1690	
SE SE ✓	40.	120	1710	150		1960	
	360. ✓	1090	10055	190	275	11890 ✓	
Sec. 12 NE NE ✓	40.	50	550		40	750	
NW NE ✓	40.	210	920	40	50	1260	
SW NE ✓	40.	40	1050		70	1170	
NE NW ✓	40.	110	1020		150	1260	
NW NW ✓	40.	480	750		50	1290	
SW NW ✓	40.	150	1100	40	50	1340	
SE NW ✓	40.	90	910		75	1075	
NE SW ✓	40.	475	1200	90	175	1940	
NW SW ✓	40.	450	1400	100	50	2040	
SW SW ✓	40.	750	550	250	140	1690	
NW SE ✓	40.	770	240	175	90	1275	
	440. ✓	3505	9770	705	950	15640 ✓	
Sec. 13 NE NW ✓	40.	25	1275		120	1420	
NW NW ✓	40.	140	1000	120	50	1340	
SE NW ✓	40.	50	570			900	
NW SW ✓	40.		1475		110	1585	
SE SW ✓	40.		1430		175	1605	
NE SE ✓	40.		1230		155	1385	
NW SE ✓	40.		1590		120	1710	
SW SE ✓	40.	80	1500		50	1700	
SE SE ✓	40.	20	1350		50	1450	
	360. ✓	235	11920	120	550	13165 ✓	
Sec. 14 NE NW ✓	40.	275	220	140	50	745	
NW NE ✓	40.	575	340	220	150	1285	
SW NE ✓	40.	250	550	150	120	1060	
SE NE ✓	40.	50	950	120		1120	
NE NW ✓	40.	510	520	220	150	1380	
NW NW ✓	40.	710	340	500	140	1490	
SW NW ✓	40.	750	230	320	50	1350	
SE NW ✓	40.	75	300			375	
NE SW ✓	40.	950	450	270	150	1680	
NW SW ✓	40.	750	550	275	140	2045	
SW SW ✓	40.	550	1000		125	1425	
SE SW ✓	40.		1575		150	1525	
NE SE ✓	40.	40	1120		50	1240	

LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

LANDS & TIMBER						
STANDARD BLOCK			DECEMBER 31, 1930			
Description	Acreage	S. Pine	W. Pine	Fir	Cedar	Totals
<u>T 4 N - R 16 E</u>						
Sec. 14 NW 33	40.	440	810	40	70	1360
SW 33	40.		1610		175	1785
SE 33	40.	80	490			570
	120.	520	1300	40	175	2035
Sec. 15 NE 33	40.	520	660	220	70	1260
NW 33	40.	520	780	270	100	1700
SE 33	40.	660	400	170	60	1490
NE 34	40.	25	1600	40		1665
NW 34	40.	40	1610			1650
NE 35	40.		1440		120	1560
SE 35	40.		420			420
NE 36	40.	780	1540	200	160	2480
NW 36	40.	160	1675		60	1915
SE 36	40.		1260	40	50	1350
NE 37	40.	290	1100	90	80	1560
	120.	505	1815	1080	290	2690
Sec. 16 NE 33	40.	50	1520		30	1400
NW 33	40.	75	1575	50		1600
SE 33	40.	940	425	420	60	1845
NE 34	40.	550	425	520	50	1645
NW 34	40.	55	1400		60	1515
NE 35	40.		1300			1300
SE 35	40.	1075	380	275	40	1770
NE 36	40.	1050	70	370	70	1560
NW 36	40.	775	740	150	220	1885
SE 36	40.	350	680		230	1260
NE 37	40.	150	1420		180	1750
SE 37	40.		650			650
NE 38	40.	560	720	130	80	1510
NW 38	40.	775	710	160	180	1725
SE 38	40.		50			50
NE 39	40.		850			850
	120.	1635	1805	1635	1130	21165
Sec. 17 NE 33	40.	550	560	375	103	1588
NW 33	40.	550	500	210	60	1320
SE 33	40.	275	1100		140	1515
NE 34	40.	550	660	75	50	1285
NW 34	40.	420	970	120	160	1670
SE 34	40.	760	190	470	140	1560
NW 35	40.	25	550			575
SE 35	40.		270			270
	120.	1335	1380	975	440	1930
Sec. 18 NE 33	40.		1310		120	1430
NW 33	41.25	45	1650		170	1865
SE 33	40.	225	740	520	230	1715
NW 34	40.	180	1030	140	160	1510
	161.25	450	2730	660	450	3990
Sec. 22 NE 33	40.	210	560	80	60	910
SW 33	40.		280			280
	80.	210	840	80	60	1190
Sec. 25 SW 33	40.	25	60	25	45	155
SW 34	40.					0
SW 35	40.					0
SW 36	40.					0
SW 37	40.					0
SW 38	40.					0
SW 39	40.					0
SW 40	40.					0
	120.	25	60	25	45	155

LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

LANDS & TIMBER						
STANDARD BLOCK			DECEMBER 31, 1930			
Description	Acreage	S. Pine	W. Pine	Fir	Cedar	Totals
<u>T 4 N - R 16 E</u>						
Sec. 26 NW SW	40.					
SW SW	40.					
SE SW	40.					
NE SE	40.					
NR SE	40.					
SW SE	40.					
SE SE	40.					
280. ✓						Clean ✓
Sec. 27 NW SW	40.					Cut
SW SW	40.	5	100	70	90	265
SE SW	40.					Cut
NE SE	40.					"
NW SE	40.					"
SW SE	40.					"
SE SE	40.					"
280. ✓		5	100	70	90	265 ✓
Sec. 28 SW NW	40.	180	1120	120	100	1600
SW NW	40.	140	1460		240	1040
SE NW	40.					
SW SW	40.					
SE SW	40.					
NE SE	40.	12	124	12	8	156
NW SE	40.					
SW SE	40.					
SE SE	40.					
280. ✓		22	156	89	80	307 ✓
Sec. 29 SW NW	40.	60	660		120	780
SW NW	40.	60	640	60	150	810
SE NW	40.		1180			1180
NW SW	40.		680			680
SW SW	40.	60	670		60	780
280. ✓		180	3090	60	330	3660 ✓
Sec. 30 NW SE	40.		270			270 ✓
Sec. 31 NW SW	40.					Cut ✓
Sec. 32 NW NW	40.	47	100	35	57	239
SW NW	40.					Cut
SE NW	40.					"
NE NW	40.					"
SW NW	40.					"
SE NW	40.					"
NW NW	40.					"
SW NW	40.					"
SE NW	40.					"
NW NW	40.					"
SW NW	40.					"
SE NW	40.					"
NW NW	40.					"
SW NW	40.					"
SE NW	40.					"
280. ✓		47	100	35	57	239 ✓
Sec. 34 NW NW	40.					Cut
SW NW	40.					"
SE NW	40.					"
NW NW	40.	20	150	35	90	235
SW NW	40.					Cut
SE NW	40.					"
NW NW	40.					"
SW NW	40.					"
SE NW	40.					"
280. ✓		20	150	35	90	235 ✓

LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

STANDARD BLOCK		LANDS & TIMBER				DECEMBER 31, 1930
Description	Acreage	S.Pine	W.Pine	Fir	Cedar	Totals
<u>T 4 N - R 16 E</u>						
Sec. 55 NE NE ✓	40.					
SE NE ✓	40.					
NE NW ✓	40.					
NW NW ✓	40.					
NE SW ✓	40.					
NW SW ✓	40.					
SE SW ✓	40.					
SE SW ✓	40.					
NE SE ✓	40.					
360. ✓						0.00 ✓
Sec. 36 NE NE ✓	40.					
NW NE ✓	40.					
SE NE ✓	40.					
SE NE ✓	40.					
NE NW ✓	40.					
NW NW ✓	40.					
SE NW ✓	40.					
NE SW ✓	40.					
NW SW ✓	40.					
SE SW ✓	40.					
SE SW ✓	40.					
NE SE ✓	40.					
NW SE ✓	40.					
SE SE ✓	40.					
640. ✓						0.00 ✓
<u>T 4 N - R 17 E</u>						
Sec. 3 SW NW ✓	40.	400	1620	60	180	2260
NW SW ✓	40. ✓	820	1440	140	220	2620
80. ✓		1220	3060	200	400	4880
Sec. 5 NE NE ✓	19.06	230	800	75	80	1185
NW NE ✓	19.19	110	680		200	980
SE NE ✓	40.	680	1530		180	2390
78.25 ✓		990	2980	75	460	4475
Sec. 4 NW NE ✓	19.39	250	160	40	60	510
NE NW ✓	19.31	580	550	60	70	1260
NW NW ✓	19.24	45	260		40	345
SE NW ✓	40.	250	940	75	150	1415
SE NW ✓	40.	920	675	70	80	1715
NE SW ✓	40.	1030	400	500	120	1820
NW SW ✓	40.	160	550		80	790
SE SW ✓	40.	50	1150	40	60	1300
SE SW ✓	40.	675	490	80	75	1320
197.94 ✓		3695	4795	685	685	9640
Sec. 5 NE SW ✓	40.	160	870		40	1070
NW SW ✓	40.	175	1050		120	1345
SE SW ✓	40.	160	1500		150	1810
SE SW ✓	40.	175	1260		160	1595
SE SW ✓	40.	265	1420	110	110	1905
SE SW ✓	40.	150	1380		220	1690
140. ✓		1075	6980	110	600	8965
Sec. 6 NE NW ✓	19.17	550	570	160	100	1370
NE NW ✓	3.89	550	100	80	75	705
SW NW ✓	0.17	200	120	120	50	490
SE NW ✓	40.	550	940	170	80	1660
NE SW ✓	40.	40	910	120	80	1150
SE SW ✓	40.	240	1510	80	160	1990
SE SW ✓	40.	110	1520	160	20	1680
SE SW ✓	40.	200	1470		170	1840
251.25 ✓		1940	6980	900	785	10805

LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

LANDS & TIMBER						
STANDARD BLOCK			DECEMBER 31, 1930			
Description	Acreage	S. Pine	W. Pine	Fir	Cedar	Totals
<u>T 4 N - R 17 E</u>						
Sec. 7 NE NW	40.	95	1450		90	1645
NW NW	40.	90	1300		120	1510
SW NE	40.	140	1500		120	1560
SE NE	40.	250	1450		100	1800
NE NW	40.	20	970	110	120	1220
SW NW	9.20	20	310	20	20	370
SE NW	40.		650		66	716
NE SW	40.	540	1250	175	140	1905
NW SW	9.60	120	120	27	70	437
SW SW	10.	30	190		20	240
SE SW	40.		610		60	660
NE SE	40.	212	1120		110	1442
NW SE	40.	330	1510		100	1740
SW SE	40.	125	920		40	1085
SE SE	40.	20	1400		120	1600
	308.60	1885	14400	398	1266	17929
Sec. 8. NE NE	40.	240	1130	220	150	1740
NW NE	40.	250	1220	210	150	1860
NE NW	40.	75	1260		140	1475
NW NW	40.	150	1470	120	60	1550
SW NW	40.	210	1450		150	1610
SE NW	40.	110	1220		200	1530
NE SW	40.		940		150	1090
NW SW	40.		920		110	1030
SW SW	40.	150	1140		150	1440
SE SW	40.		1220		150	1360
NE SE	40.		1220		70	1290
NW SE	40.	120	1540	80	150	1690
SW SE	40.		900		50	950
SE SE	40.		550		60	610
	360.	1325	15400	380	1000	20245
Sec. 9 NE NW	40.	250	310	120	150	630
NW NW	40.	250	175	175	120	720
	80.	500	485	295	270	1550
Sec. 10 NE NW	40.	270	1020		275	2365
NW NW	40.	570	1060		150	2390
SW NW	40.	475	1570	120	220	2495
SE NW	40.	220	1020	240	220	2600
NE NW	40.	250	2130		175	2555
NW SW	40.	250	1550		100	1950
SW SW	40.	75	1520		175	1670
SE SW	40.	120	1530		175	1625
NW SE	40.		1560		130	1690
SW SE	40.	75	1170		210	1455
	400.	2215	16610	360	1550	21835
Sec. 11 SW NW	40.	75	1010		70	1155
NW NW	40.	150	1020		150	1320
	80.	225	2030		220	2475
Sec. 12 SW SW	40.					Out
SE SW	40.					"
NE SE	40.	7	70	10	55	122
NW SE	40.	32	111	45	25	217
SW SE	40.					Out
	100.	39	181	55	64	349
Sec. 14 SE SE	40.	55	154	47	34	290

LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

LANDS & TIMBER

STANDARD BLOCK

DECEMBER 31, 1930

Description	Acreage	S.Pine	W.Pine	Fir	Cedar	Totals
T 4 N - R 17 E						
Sec. 16 NE NE ✓	40.					
SW NE ✓	40.					
SE NE ✓	40.					
NE NE ✓	40.					
NE SW ✓	40.					
SW SW ✓	40.					
SW NW ✓	40.		800			800
SE NW ✓	40.					
NE SW ✓	40.					
SW SW ✓	40.					
NE SW ✓	40.		180			180
NE SE ✓	40.		880		120	800
NE SE ✓	40.		400			400
SW SE ✓	40.		800			800
SE SE ✓	40.		878		103	878
	340. ✓		1458		223	2480 ✓
Sec. 17 NE NE ✓	40.					
SW NE ✓	40.					
SE NE ✓	40.					
NE NE ✓	40.					
NE SW ✓	40.		1640		130	1770
SW SW ✓	40.	40	1440		120	1600
SW SW ✓	40.	18	440		88	490
SE SW ✓	40.					
NE SW ✓	40.		1180		170	1350
SW SW ✓	40.	180	1400		80	1800
SW SW ✓	40.	88	1180		160	1808
NE SW ✓	40.		1480		160	1610
NE SE ✓	40.		800			800
NE SE ✓	40.	98	1178		140	1416
SW SE ✓	40.	70	1820		14	1804
SE SE ✓	40.	78	710		78	860
	340. ✓	440	1888		1077	18608 ✓
Sec. 18 NE NE ✓	40.	80	1810		180	1810
SW NE ✓	40.	178	1880		130	1888
SE NE ✓	40.	80	1140		170	1360
NE NE ✓	40.	78	1880		140	1858
NE SW ✓	40.		1180		140	1320
SW SW ✓	10.80		380		30	380
SW SW ✓	10.80		380		80	410
SE SW ✓	40.	90	1810		180	1820
NE SW ✓	40.	80	1840		180	1890
SW SW ✓	10.70		480		40	460
SW SW ✓	10.90		488		30	488
SE SW ✓	40.		1640		150	1790
	332.40 ✓	470	18188		1870	18898 ✓
Sec. 21 NE SW ✓	40.		380		80	370
SW SW ✓	40.		410		80	480
SE SW ✓	40.		480		40	500
SE SW ✓	40.		850		40	890
	160. ✓		1040		160	1260 ✓
Sec. 22 NE SE ✓	40.					
SW SE ✓	40.					
SE SE ✓	40.					
	120. ✓					0 Lm ✓
Sec. 23 NE NE ✓	40.					
SW NE ✓	40.					
SE NE ✓	40.					
NE SW ✓	40.					
NE SW ✓	40.					
SW SW ✓	40.					
NE SE ✓	40.					
NE SE ✓	40.					
SE SE ✓	40.					
	360. ✓					0 Lm ✓

LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

STANDARD BLOCK		LANDS & TIMBER		DECEMBER 31, 1930			
Description		Acreage	S. Pine	W. Pine	Fir	Cedar	Totals
<u>T 4 N - R 17 S</u>							
1930- Sec. 24	NE NE ✓	40.					
	NW NE ✓	40.					
	SE NE ✓	40.					
	SW NE ✓	40.					
	NE NW ✓	40.					
	NW NW ✓	40.					
	SE NW ✓	40.					
	NW NW ✓	40.					
	SE NW ✓	40.					
	NW NW ✓	40.					
	SE NW ✓	40.					
	NW NW ✓	40.					
	SE NW ✓	40.					
	NW NW ✓	40.					
	SE NW ✓	40.					
	NW NW ✓	40.					
	SE NW ✓	40.					
	NW NW ✓	40.					
	SE NW ✓	40.					
			360. ✓					Clean ✓
Sec. 25	NE NE ✓	40.					
	NW NE ✓	40.					
	SE NE ✓	40.					
	SW NE ✓	40.					
	NE NW ✓	40.					
	NW NW ✓	40.					
	SE NW ✓	40.					
	NW NW ✓	40.					
	SE NW ✓	40.					
	NW NW ✓	40.					
	SE NW ✓	40.					
	NW NW ✓	40.					
	SE NW ✓	40.					
	NW NW ✓	40.					
	SE NW ✓	40.					
			360. ✓					Clean ✓
Sec. 26	SW NE ✓	40.					
	SE NE ✓	40.					
	NE NW ✓	40.					
	NW NW ✓	40.					
	SW NW ✓	40.					
	SE NW ✓	40.					
	NW NW ✓	40.					
	SE NW ✓	40.					
	NW NW ✓	40.					
	SE NW ✓	40.					
	NW NW ✓	40.					
	SE NW ✓	40.					
	NW NW ✓	40.					
	SE NW ✓	40.					
	NW NW ✓	40.					
	SE NW ✓	40.					
		360. ✓					Clean ✓
Sec. 27	NE NE ✓	40.					
	NW NE ✓	40.					
	SE NE ✓	40.					
	SW NE ✓	40.					
	NE NW ✓	40.					
	NW NW ✓	40.					
	SE NW ✓	40.					
	NW NW ✓	40.					
	SE NW ✓	40.					
	NW NW ✓	40.					
	SE NW ✓	40.					
	NW NW ✓	40.					
	SE NW ✓	40.					
	NW NW ✓	40.					
	SE NW ✓	40.					
			360. ✓					Clean ✓
Sec. 28	SE NE ✓	40.					
	NW NE ✓	40.					
	SW NE ✓	40.					
	SE NE ✓	40.					
	NE NW ✓	40.					
	NW NW ✓	40.					
		240. ✓					Clean ✓
			48			48	
			- 14 -				

LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

STANDARD BLOCK

LANDS & TIMBER

DECEMBER 31, 1930

Description	Acreage	S.Pine	W.Pine	Fir	Cedar	Totals
<u>T 4 N - R 17 E</u>						
Sec. 28 SW NW ✓	40.					
SE NW ✓	40.					
SW SW ✓	40.					
SW SE ✓	40.					
SE SE ✓	20.					
	40. ✓		40			40 ✓
Sec. 29 NW NE ✓	40.					
SW NE ✓	40.					
SE SE ✓	40.					
NE NW ✓	40.					
NW NW ✓	40.					
SW NW ✓	40.					
SE SW ✓	40.					
NW SW ✓	40.					
SW SW ✓	40.					
SE SW ✓	40.					
NW SE ✓	40.					
NW SE ✓	40.					
SW SE ✓	40.					
SE SE ✓	40.					
	560. ✓					560 ✓
Sec. 30 NE NE ✓	40.					
SW NE ✓	40.				16	16
SE SE ✓	40.					
SW NW ✓	12.37		220	20	30	270
SE NW ✓	40.	12	290	22		324
NW SW ✓	40.					
NW SW ✓	12.68					
SW SW ✓	12.68					
SE SW ✓	40.					
NE SE ✓	40.					
NW SE ✓	40.					
SW SE ✓	40.					
	397.88 ✓	12	510	42	46	610 ✓
Sec. 31 NE NE ✓	40.					
SE NE ✓	40.	4	04	9	15	112
	80. ✓	4	64	9	15	112 ✓
Sec. 32 NE NE ✓	40.					
NW NE ✓	40.					
SW NE ✓	40.					
SE NE ✓	40.					
NE NW ✓	40.					
NW NW ✓	40.					
	240. ✓					240 ✓
Sec. 33 NE NE ✓	40.					
NW NE ✓	40.					
SW NE ✓	40.					
NW NW ✓	40.					
NE SW ✓	40.					
NW SW ✓	40.					
SW SW ✓	40.					
SE SW ✓	40.					
NE SE ✓	40.					
NW SE ✓	40.					
SW SE ✓	40.					
SE SE ✓	40.					
	400. ✓					400 ✓
Sec. 34 NE NE ✓	40.					
NW NE ✓	40.					
SW NE ✓	40.					
SE SE ✓	40.					
NE NW ✓	40.					
NW NW ✓	40.					
SW NW ✓	40.					
SE NW ✓	40.					

LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

STANDARD BLOCK		LANDS & TIMBER					INFOFORMER 31, 1930
Description	Acreage	S.Pine	W.Pine	Fir	Cedar	Totals	
<u>T 4 N - R 17 E</u>							
Sec. 34 NE SW ✓	40.						
NW SW ✓	40.						
SE SW ✓	40.						
NE SE ✓	40.						
NW SE ✓	40.						
SE SE ✓	40.						
	260. ✓						Clean ✓
Sec. 35 NE NE ✓	40.						
NW NE ✓	40.						
SE NE ✓	40.						
NE NE ✓	40.						
NE NW ✓	40.						
NW NW ✓	40.						
SE NW ✓	40.						
NE NW ✓	40.						
SE NW ✓	40.						
NE SE ✓	40.						
NW SE ✓	40.						
SE SE ✓	40.						
NE SE ✓	40.						
SE SE ✓	40.						
	37.9 ✓ 260. ✓						Clean ✓
Sec. 36 NW NW ✓	40.						
NE NW ✓	40.						
NW NW ✓	40.						
SE NW ✓	40.						
NE NW ✓	40.						
SE NW ✓	40.						
NE SE ✓	40.						
NW SE ✓	40.						
SE SE ✓	40.						
	209.8 ✓ 260. ✓						Clean ✓
<u>T 4 N - R 18 E</u>							
Sec. 18 NE NE ✓	16.						
NW NE ✓	27.						
SE NE ✓	38.						
NW SE ✓	40.						
SE SE ✓	40.						
	160. ✓						Clean ✓
Sec. 20 SE NE ✓	40.						
SE NE ✓	40.						
	80. ✓						Clean ✓
Sec. 30 NE NE ✓	40.						
NW NE ✓	40.						
SE NE ✓	40.						
NE NE ✓	40.						
	160. ✓						Clean ✓
<u>T 5 N - R 18 E</u>							
Sec. 24 NW SE ✓	40.	470	730	15	105	1320	
SE SE ✓	43.24	1075	450	500	145	2170	
	83.24 ✓	1545	1180	515	250	3490 ✓	
Sec. 25 NE SE ✓	40.	1120	700	95	105	2020	
SE SE ✓	40.	740	980	115	115	1950	
	80. ✓	1860	1680	210	220	3970 ✓	
Sec. 35 SE NE ✓	40.	80	110	35	140	305	
SE NE ✓	40.	180	490	130	130	830	
NE NE ✓	40.		230	10	155	395	
NW SE ✓	40.	30	480	20	10	540	

LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

LANDS & TIMBER						
STANDARD BLOCK			DECEMBER 31, 1930			
Description	Acreage	S.Pine	W.Pine	Fir	Cedar	Totals
T 5 N - R 15 E						
Sec. 55 SW NE ✓	40.		300	45	55	410
SW SE ✓	40.	70	510	100	70	750
	240.1	240	810	240	125	2250 ✓
Sec. 56 NE NE ✓	40.	70	1335	40	55	1500
NW NE ✓	40.	155	1225	235	60	1695
SW NE ✓	40.	175	660	230	115	1400
SE NE ✓	40.	335	580	450	100	1405
NE NW ✓	40.	80	1155	140	100	1475
NW NW ✓	40.	15	555	315	55	770
SE NW ✓	40.	550	95	40	170	655
SW NW ✓	40.	510	570	235	60	1175
SE SW ✓	40.	375	600	500	115	1590
NW SW ✓	40.	110	285	600	155	1550
SW SW ✓	40.	160	370	90	20	1160
SE SW ✓	40.	260	350	500	100	1240
NE SE ✓	40.	630	580	670	110	1950
NW SE ✓	40.	250	550	470	50	1600
SW SE ✓	40.	1170	160	535	150	2015
SE SE ✓	40.	740	190	425	130	1485
	240.	5185	10010	2675	1275	22445 ✓
T 5 N - R 16 E						
Sec. 1 NE NE ✓	37.55	1420	100	450	50	2000
SW NE ✓	40.	510	1420	60	125	1915
SE NE ✓	40.	400	1150	60	70	1740
	117.55	2310	2650	570	125	5665 ✓
Sec. 2 NE NE ✓	37.19	780	125	445	55	1385
NW NE ✓	37.16	850	140	105		1095
SW NE ✓	40.	1250	1560	150	35	2995
SE NE ✓	40.	450	560	450	15	1475
NE NW ✓	40.	1120	480	300	265	2165
SW NW ✓	40.	1650	710	350	110	2820
SE NW ✓	40.	675	520	250	45	1790
NW SW ✓	40.	1225	520	30	90	1865
SW SW ✓	40.	920	1680	95	60	2755
SE SW ✓	40.	370	950	230	50	1560
NW SE ✓	40.	1075	430	175	50	1730
SW SE ✓	40.	1050	1520	270	35	2875
SE SE ✓	40.	1480	640	270	20	2410
	314.35	12555	9715	3120	610	25500 ✓
Sec. 5 NE NE ✓	40.	1500	540	300	55	2195
NW NE ✓	36.41	520	610	140	125	1395
SW NE ✓	36.14	475	510	260	170	1715
SE NE ✓	40.	770	120	80	140	1110
NE NW ✓	40.	575	530	110	175	1190
NW SW ✓	40.	350	30	40		420
SW SW ✓	40.	920	550	455	250	2175
SE SW ✓	40.	1550	520	455	150	2475
NE SE ✓	40.	2100	600	405	15	3120
	352.55	6560	3910	2245	1060	15775 ✓
Sec. 4 SW NE ✓	40.	25	505	4	62	600
SE NE ✓	40.	119	507	29	51	706
NW SW ✓	40.	245	610		90	945
SW SW ✓	40.	680	700			1380
SE SW ✓	40.	710	50	40	30	830
NW SE ✓	40.	250	520	40	70	1190
	240.	2040	3195	113	303	5581 ✓
Sec. 5 SW SW	T	210	970	130	125	1435 ✓
Sec. 6 NE NW	T		550		50	640
NW NW	T		1140		70	1210
SE NW	T	30	1020	120	125	1295
SW SW	40.	540	560	255	35	1390 ✓
	40.	570	2500	355	290	4015 ✓

Ames to balance, etc.

LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

LANDS & TIMBER						
STANDARD BLOCK			DECEMBER 31, 1930			
Description	Acreage	S. Pine	W. Pine	Fir	Cedar	Totals
<u>T 5 N - R 16 E</u>						
Sec. 9 NE NW ✓	40.	1075	550	550	150	2415
NW NE ✓	40.	475	520	200	50	1265
SW NE ✓	40.	1420	400	500	55	2375
SE NE ✓	40.	515	1080	140	120	1655
NE NW ✓	40.	1080	330	110		1460
NW NW ✓	40.	225	740	15	15	995
SW NW ✓	40.	250	340	200	55	825
SE NW ✓	40.	540	500	40	15	1495
NE SE ✓	40.	575	510	250	40	1475
SW SE ✓	40.	950	550	505	50	2195
SE SE ✓	40.	1520	510	550	50	2770
40. ✓	440. ✓	8495	5510	3190	625	13918 ✓
Sec. 10 NE NE ✓	40.	1750	710	500	155	3115
NW NE ✓	40.	1510	120	1145	55	3140
NE NW ✓	40.	950	1500	200	25	2675
SW NW ✓	40.	450	510	350	50	1370
SE NW ✓	40.	1150	120	550	50	1870
NW SW ✓	40.	180	550	450	120	1300
SW SW ✓	40.	550	1250	15	40	1855
NW SE ✓	40.	150	720	470	120	1490
SE SE ✓	40.	455	130	470	50	1115
40. ✓	350. ✓	7415	5520	4180	705	13500 ✓
Sec. 11 NW NW ✓	40.	575	1420	95	10	2100
NW NW ✓	40.	1550	740	100		2400
40. ✓	80. ✓	2125	2160	195	10	4500 ✓
Sec. 12 NW NW ✓	40.	700	240	250	75	1265
SW NW ✓	40.	230	550	230	40	850
40. ✓	80. ✓	930	790	480	115	2125 ✓
Sec. 14 NW SW ✓	40.	125	150	200	40	515
SW SW ✓	40.	1575	530	240	50	2435
SE SW ✓	40.	40	225	170	25	460
40. ✓	120. ✓	1740	605	510	145	3400 ✓
Sec. 13 NE SW ✓	40.	555	310	220	125	1510
NW SW ✓	40.	275	300	170	75	820
SW SW ✓	40.	575	720	00	210	1505
SE SW ✓	40.	550	550	140	210	1790
40. ✓	160. ✓	2055	2190	530	620	5795 ✓
Sec. 15 NW NE ✓	40.	450	175	510	110	1355
NW NE ✓	40.	350	1540	210	50	2150
NW NW ✓	40.	150	1500		15	1675
SW NW ✓	40.	75	140	250	120	585
SE NW ✓	40.	510		320	100	930
NW SW ✓	40.	1550		210	150	1710
NW SW ✓	40.	520		200	50	1070
SW SW ✓	40.	1150	340	220	150	1870
SE SW ✓	40.	1075		350	150	1575
SE SE ✓	40.	1520	420	120	50	2140
40. ✓	400. ✓	7450	4115	2470	1005	15040 ✓
Sec. 16 NE NE ✓	40.	1570	480	75	45	2170
NW NE ✓	40.	950	1040	500	50	2560
SW NE ✓	40.	175	1200	150	130	1555
SE NE ✓	40.	510	520	450	200	1980
NW NW ✓	40.	750	450	500	95	1805
NW NW ✓	40.	450	1530	310	55	2425
SW NW ✓	40.	175	1500	125	40	1940
SE NW ✓	40.	130	1200		50	1380
NW SW ✓	40.	145		120	30	295
NW SW ✓	40.	150	980	20	30	1180
SW SW ✓	40.	550	150	550	170	1530
SE SW ✓	40.	1575		435	15	2025
NE SE ✓	40.	570		525	25	1120
NW SE ✓	40.	550		240	15	805
SW SE ✓	40.	770	120	530	40	1460
SE SE ✓	40.	540		750	30	1360
40. ✓	340. ✓	9550	3490	5510	1020	13660 ✓

LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

LANDS & TIMBER

STANDARD BLOCK

DECEMBER 31, 1930

Description	Acreage	S.Pine	W.Pine	Fir	Quedar	Totals
<u>T 6 N - R 16 E</u>						
Sec. 17 SW NE ✓	40.	1120	670	425	100	2315
NE NW ✓	40.	570	340	300	200	1490
SE NW ✓	40.	920	300	700	110	2030
NE SW ✓	40.	675	660	640	50	2145
SW SW ✓	40.	1420	570	300	90	2180
SE SW ✓	40.	1470	440	770	170	2850
NW SE ✓	40.	1270	110	650	200	2110
SW SE ✓	40.	1130	720	740	210	2600
SE SE ✓	40.	780	1120	80	180	2060
	360. ✓	9525	4560	4665	1360	19900 ✓
Sec. 19 NE NE ✓	40.	220	800	165	90	1275
SW NE ✓	40.	360	1020	140	100	1590
SE NE ✓	40.	620	400	460	165	1635
NW NW ✓	40.	860	960	370	160	2350
NW NW ✓	41.80	645	560	400	75	1580
SW SW ✓	41.80	930	800	545	170	1995
SE SW ✓	40.	720	630	400	200	2150
NW SE ✓	40.	980	740	580	195	2495
SW SE ✓	40.	980	660	380		1660
SE SE ✓	40.	730	530	460	65	2025
	403.80 ✓	6685	6760	3705	1000	18350 ✓
Sec. 20 NE NW ✓	40.	650	1420	170	100	2340
NW NE ✓	40.	730	1120	260	120	2230
SW NE ✓	40.	400	1270	300	55	2025
SE NE ✓	40.	420	650	300	50	1840
NW NW ✓	40.	1160	510	860	100	1910
NW NW ✓	40.	820	875	100	110	1705
SW NW ✓	40.	650	640	280	160	1700
NE SW ✓	40.	220	690	430	65	1375
NW SW ✓	40.	225	620	150	100	1295
SW SW ✓	40.	125	420	100	65	710
SE SW ✓	40.	780		630	65	1415
NE SE ✓	40.	620	610	300	90	1620
NW SE ✓	40.	260	420	405	60	1265
SW SE ✓	40.	1270		740	130	2140
SE SE ✓	40.	650	100	425	100	1275
	600. ✓	6910	5385	4910	1350	24495 ✓
Sec. 21 NE NE ✓	40.	690	650	100	30	1290
NW NE ✓	40.	760	570	210	50	1590
SW NE ✓	40.	840	75	630	20	1465
SE NE ✓	40.	625	660	635	20	2010
NW NW ✓	40.	1950		65		1965
NW NW ✓	40.	690	720	700	160	2240
SW NW ✓	40.	1050	310	720	60	2170
NE SW ✓	40.	1160		585	20	1705
SW SW ✓	40.	1150	210	790	60	2250
SE SW ✓	40.	1275		300		1625
NE SE ✓	40.	575	140	645	10	1070
NW SE ✓	40.	1120		645	20	1785
SW SE ✓	40.	940		690	20	1650
SE SE ✓	40. ✓	675		495	20	1190
	660. ✓	12500	2085	6900	500	25885 ✓
Sec. 22 NE NE ✓	40.	1680	160	250	160	2250
NW NE ✓	40.	640	1310	200	50	2160
SW NE ✓	40.	1440		600	20	2060
SE NE ✓	40.	1575	140	400	200	2115
NW NW ✓	40.	760	1520	95	110	2475
SW NW ✓	40.	660	560	120	240	1570
SE NW ✓	40.	720	280	330	50	1350
NE SW ✓	40.	960	610	500	60	1970
SW SW ✓	40.	1250		600	70	1920
SE SW ✓	40.	1070	540	650	120	2380
NE SE ✓	40.	475	75	170	40	760
SW SE ✓	40.	820		65	45	930
SE SE ✓	40.	1620	200	700	260	2600
NW SE ✓	40.	560	180	515	50	1075
SW SE ✓	40.	560	660	220	25	1465
19 - SE SE ✓	40.	1420	370	700	260	2750

LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

STANDARD BLOCK		LANDS & TIMBER						DECEMBER 31, 1930	
Description		Acreage	S.Pine	W.Pine	Fir	Cedar	Sequoia	Totals	
<u>T 5 N - R 16 E</u>									
Sec. 22		640.	18700	6498	8745	1765		29708	✓
Sec. 23	NE NE ✓	40.	750	880	175	35		1840	
	NW NE ✓	40.	850	840	160	140		1990	
	SW NE ✓	40.	110		50	75		165	
	SE NE ✓	40.	850	620	150	120		1440	
	NE NW ✓	40.	1250	580	210	175		1915	
	NW NW ✓	40.	975	80	270	190		1520	
	SW NW ✓	40.	1340		200	250		1870	
	SE NW ✓	40.	870	240	170	140		1220	
	NW SW ✓	40.	1050		370	375		1695	
	NE SE ✓	40.	875	1410	120	140		2245	
	NW SE ✓	40.	1720	450	170	130		2440	
	SW SE ✓	40.	1550	920	100	70		2690	
	SE SE ✓	40.	750	940	210	150		2050	
		520.	12140	6540	2470	1830		23080	✓
Sec. 24	NE NE ✓	40.	800	40	590	120		1550	
	NW NE ✓	40.	450	70	450			970	
	SW NE ✓	40.	400	130	300			910	
	SE NE ✓	40.	550	340	50	70		1070	
	NE NW ✓	40.	500	570	300	75		1345	
	NW NW ✓	40.	620	400	125	25		1170	
	SW NW ✓	40.	500	320	400	130		1450	
	SE NW ✓	40.	420	300	335	15		1370	
		320.	4500	2250	2550	435		10040	✓
Sec. 25	NE NE ✓	40.	195	420	80	40		735	
	NW NE ✓	40.	350	100	170	40		660	
	SW NE ✓	40.	475	100	380	75		1030	
	SE NE ✓	40.	600	100	250			950	
	NE NW ✓	40.	920	250	300	150		1700	
		160.	2540	1000	1250	305		5095	✓
Sec. 26	NW NE ✓	40.	625	1150	120	50		1975	
	SW NE ✓	40.	325	225	220	40		810	
	SE NE ✓	40.	355	50	320			625	
	NE NW ✓	40.	650	1050	120	130		1950	
	SW NW ✓	40.	345	575	50	50		1365	
	SE NW ✓	40.	135	700		50		885	
	NW SW ✓	40.	450		200	40		770	
		320.	2785	4080	1140	360		8365	✓
Sec. 27	NW NE ✓	40.	430		350	35		815	
	SW NE ✓	40.	340	1420	150	50		1960	
	SE NE ✓	40.	320	710	330	55		1315	
	NE NW ✓	40.	830	920	50	30		1830	
	NW NW ✓	40.	1175	620	130	70	300	2295	
	SW NW ✓	40.	250	1620	150	50		2270	
	SE NW ✓	40.	980	420	230	50		1710	
	NE SW ✓	40.	1570	820	250	140		2780	
	NW SW ✓	40.	1150	980	340	90		2570	
	SE SW ✓	40.	750	940	150			1840	
	NW SE ✓	40.	470	1300		150		1920	
	SW SE ✓	40.		450	140	50		640	
		480.	8255	10400	2170	500	300	21925	✓
Sec. 28	SE NE ✓	40.	1320	720	240	5		2285	
	NW NE ✓	40.	1040	150	535	50		1865	
	SW NE ✓	40.	350	390	90	55		795	
	SE NE ✓	40.	40	450	100	45		635	
	NE NW ✓	40.	1430	430	550	100		2510	
	NW NW ✓	40.	1250	530	570	55		2405	
	SW NW ✓	40.	620	430	550	70		1470	
	SE NW ✓	40.	840	520	125	70		1555	
	NE SE ✓	40.	570	520		150		1240	
	NW SE ✓	40.	50	750		50		850	
	SW SE ✓	40.	1550	910	130	90		2460	
	SE SE ✓	40.	570	1150	120	150		2050	
		480.	9520	7250	2690	900		20360	✓

LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

LANDS & TIMBER

STANDARD BLOCK

DECEMBER 31, 1930

Description	Acreage	S.Pine	W.Pine	Fir	Cedar	Totals
<u>T 5 N - R 16 E</u>						
Sec. 29 NE NE ✓	40.	675	680	585	240	2580
NW NE ✓	40.	1240		1050	200	2470
SW NE ✓	40.	1270		750	180	2120
SE NE ✓	40.	1750		225	110	2085
NE NW ✓	40.	670	530	660	155	2035
NW NW ✓	40.	500	420	870	65	1655
SW NW ✓	40.	650	60	555	150	1195
SE NW ✓	40.	1260		520	110	1890
NE SW ✓	40.	60	600	225	70	975
NW SW ✓	40.	1465	170	560	80	2095
SW SW ✓	40.	545	340	150	105	1440
SE SW ✓	40.	595	390	665	100	1750
NE SE ✓	40.	965	315	760	95	2155
NW SE ✓	40.	275	515	120	70	980
SW SE ✓	40.	555	230	450	100	1295
SE SE ✓	40.	920		715	40	1685
	646. ✓	15525	4400	8425	1790	26135 ✓
Sec. 30 NE NE ✓	40.	170	680	545	45	1590
NW NE ✓	40.	520	980	800	215	1915
SW NE ✓	40.	75	1125	100	65	1365
SE NE ✓	40.	360	720	565	35	1500
NE NW ✓	40.	370	1260	555	165	2550
NW NW ✓	41.47	490	1560	450	240	2560
SW NW ✓	41.22	500	1520	145	230	2475
SE NW ✓	40.	460	1350	15	120	1925
NE SW ✓	40.	240	1520	570	180	2110
NW SW ✓	40.97	260	1130	110	75	1575
SW SW ✓	40.72	420	1140	160	120	1640
SE SW ✓	40.	675	420	565	100	2060
NE SE ✓	40.	1250	520	815	80	2445
NW SE ✓	40.	580	460	750	60	1850
SW SE ✓	40.	1660		910	90	2660
SE SE ✓	40.	920	360	550	110	1960
	644.56 ✓	9450	14515	6665	1950	32840 ✓
Sec. 31 NE NE ✓	40.	1660	415	460	70	2645
NW NE ✓	40.	2110	415	645	150	3320
SW NE ✓	40.	1660	595	450	65	2810
SE NE ✓	40.	1250		525	150	1755
NE NW ✓	40.	1260	285	750	205	2500
NW NW ✓	40.32	185	305	800	100	1390
SW NW ✓	40.57	600	35	655	150	1440
SE NW ✓	40.	1790	345	565	100	2600
NE SW ✓	40.	1215	155	775	100	2245
NW SW ✓	40.22	445	545	460	90	1560
SW SW ✓	40.07	1160	20	450	55	1685
SE SW ✓	40.	680	80	520	75	1555
NE SE ✓	40.	850	100	580	55	1585
NW SE ✓	40.	1270	55	655	15	2205
SW SE ✓	40.	1090	240	410	70	1810
	651.18 ✓	17515	3620	6720	1450	31505 ✓
Sec. 32 NE NE ✓	40.	235	280	45	90	650
NW NE ✓	40.	145	20	575	20	660
SW NE ✓	40.	1015	305	145	170	1655
SE NE ✓	40.	1485	510	565	150	2290
NE NW ✓	40.	1485	70	515	60	2130
NW NW ✓	40.	1640		720	100	2460
SW NW ✓	40.	1240		525	60	1625
SE NW ✓	40.	2090	140	420	190	2640
NE SW ✓	40.	1620		190	110	1920
NW SW ✓	40.	1260	220	570	90	1940
SW SW ✓	40.	1300	50	470	170	1990
SE SW ✓	40.	970	420	85	115	1590
NE SE ✓	40.	1500	260	515	150	2225
NW SE ✓	40.	580	450	200	200	1680
SW SE ✓	40.	1475	650	520	165	2790
SE SE ✓	40.	540	950	50	120	1660
	640. ✓	16620	4515	4910	1940	30185 ✓

LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

LANDS & TIMBER							
STANDARD BLOCK				DECEMBER 31, 1930			
Description	Acreage	S.Pine	W.Pine	Fir	Cedar	Sequoia	Totals
T 5 N - R 16 E							
Sec. 33 SW NE ✓	40.	640	375	190	145		1750
SE NE ✓	40.	420	980	150	140		1670
NE NW ✓	40.	100	920		110		1130
NW NW ✓	40.	900	570	100	60	320	1960
SW NW ✓	40.	430	790	100	70		1390
SE NW ✓	40.	740	680	190	180		1690
NE SW ✓	40.	420	1000	160	78		1648
NW SW ✓	40.	760	780		80		1620
SW SW ✓	40.	380	920		200		1500
SE SW ✓	40.	260	970	100	130		1460
NE SE ✓	40.	580	610	275	100		1765
NW SE ✓	40.	775	320	190	130		1915
SW SE ✓	40.	320	715	440	60		1535
SE SE ✓	40.	680	400	330	140		1750
560. ✓	✓	7895	10880	2395	1370	360	22700 ✓
Sec. 34 SE NE ✓	40.	75	750		60		885
SW NE ✓	40.	640	370	460	40		1710
SE SW ✓	40.	660	250	675			1585
NW SE ✓	40.	320	1320	130	140		1910
SE SE ✓	40.	460	520	190	80		1250
200. ✓	✓	2375	3190	1455	290		7510 ✓
Sec. 35 NE NE ✓	40.	680	620	180	70		1650
NE NE ✓	40.	570	1100		140		1610
SW NE ✓	40.	70	1260		120		1450
NW SW ✓	40.	300	1450	130	100		1980
SW SW ✓	40.	425	750	420	110		1605
SE SW ✓	40.	310	300	230	30		1640
NE SE ✓	40.	65	300	225	120		710
NW SE ✓	40.	195	620	70	110		995
SW SE ✓	40.	270	1160	120	210		1760
SE SE ✓	40.	125	750		140		1015
400. ✓	✓	3100	6990	1365	1200		14655 ✓
Sec. 36 NE NE ✓	40.	300	720	140	30		1210
NW NE ✓	40.	300	950	120	90		1360
SW NE ✓	40.	260	620	175	60		1315
SE NE ✓	40.	580	300	360	130		1330
NW NW ✓	40.	90	650		110		1050
NW NW ✓	40.	175	1300	140	150		1765
SW NW ✓	40.	175	1100		100		1375
SE NW ✓	40.	40	900	30	60		1030
NW SW ✓	40.	320	270	140	30		760
NW SW ✓	40.	80	280	220	60		640
SE SW ✓	40.	320	970	100	130		1340
SE SW ✓	40.	290	1010		200		1500
NE SE ✓	40.	660	650	270	130		1940
NW SE ✓	40.	590	620	180	140		1530
SW SE ✓	40.	650	740	160	180		1730
SE SE ✓	40.	1370	720	370	220		2680
640. ✓	✓	6570	12650	2415	1380		23095 ✓
T 5 N - R 17 E							
Sec. 1 NW NE ✓	44.16 ✓	770	420	560			1750 ✓
Sec. 4 NW NW ✓	39.78 ✓	625		1750	20		2395 ✓
Sec. 8 NE NE ✓	39.45	1180	150	1230	20		2580
NW NE ✓	39.15	375	380	930	100		2465
SW NE ✓	40.	965		1465	70		2490
SE NW ✓	38.65	450	300	740	100		1790
SW NW ✓	40.	925	1220	1100	35		3380
SE NW ✓	40.	970		1075	100		2145
NE SW ✓	40.	640		1460	140		2240
NW SW ✓	40.	670	125	1500	40		2335
317.48 ✓	✓	6345	2875	9490	655		19365 ✓

LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

LANDS & TIMBER						
STANDARD BLOCK			DECEMBER 31, 1930			
Description	Acreage	S. Pine	W. Pine	Fir	Oedar	Totals
<u>P 6 N - R 17 E</u>						
Sec. 6 NE SE ✓	40.	720	320	660	3	1573
NW SE ✓	40.	640	1050	450	16	2113
SW SE ✓	40.	810	576	950	10	1546
SE SE ✓	40.	1160	140	1160	45	2465
	160. ✓	2730	1886	2540	74	8000 ✓
Sec. 7 NE SE ✓	40.	1725	245	250	160	2380
SE SE ✓	40.	725	540	110	130	1605
	80. ✓	2450	1085	360	290	4185 ✓
Sec. 8 SE NE ✓	40.	410	600	130	100	1260
NW SE ✓	40.	690	620	210	140	1560
SW SE ✓	40.	820	590	176	140	1726
NE SE ✓	40.	90	280		40	410
SE SE ✓	40.	580	950	150	140	1800
	160. ✓	2890	1980	506	360	5836 ✓
Sec. 11 NE SE ✓	40.	750	370	560	130	1660
NW SE ✓	40.	256	320	120	40	736
SW SE ✓	40.	1120	580	220	140	1610
SE SE ✓	40.	960	320	450	70	1770
	160. ✓	3106	1540	1150	380	5976 ✓
Sec. 12 NE SE ✓	40.	475	1050	140	130	1776
NW SE ✓	40.	475	720	220	160	1565
SW SE ✓	40.	775	650	120	220	1745
SE SE ✓	40.	675	1020	160	75	1930
NW SE ✓	40.	216	670		140	925
SW SE ✓	40.	670	610	160	140	1670
	240. ✓	3265	4060	790	665	9510 ✓
Sec. 13 NW NE ✓	40.	440	770	140	100	1450
SW NE ✓	40.	630	450	150	160	1640
NE NE ✓	40.	740	500	220	140	1900
NW NE ✓	40.	1260	360	320	110	2260
SW NE ✓	40.	195	620	140	100	1055
SE NE ✓	40.	140	610	130	40	1120
NW NE ✓	40.	235	710		50	1085
SW NE ✓	40.	720	590		200	1510
	320. ✓	4550	3560	1190	580	11080 ✓
Sec. 14 NE NE ✓	40.	1150	460	620	70	2000
NW NE ✓	40.	1325	360	620	160	2675
SW NE ✓	40.	1210	540	150	120	1920
SE NE ✓	40.	675	760		240	1395
SW NE ✓	40.	550	160	610	160	1770
NE NE ✓	40.	610	420	350	50	1460
SE NE ✓	40.	750	670	200	130	1750
NW NE ✓	40.	1350	360	160	150	2020
SW NE ✓	40.	475	600		150	1225
SE NE ✓	40.	730	610	150	160	1670
	400. ✓	8615	4770	2490	1400	17485 ✓
Sec. 16 NE NE ✓	40.	60	150	140	70	410
NW NE ✓	40.	770	220	650	160	1490
SW NE ✓	40.	220	460	110	75	865
SE NE ✓	40.	130	250	140	175	695
NE NE ✓	40.	750	190	620	20	1210
NW NE ✓	40.	570	250	150	30	900
SW NE ✓	40.	470	240	610	100	1180
SE NE ✓	40.	140	170	60	25	395
NE NE ✓	40.	200	525	50	70	845
NW NE ✓	40.	36	136			170
SW NE ✓	40.	590	310	450	120	1470
SE NE ✓	40.	760	160	310	240	1450
NE NE ✓	40.	280	250	140	40	710
NW NE ✓	40.	520	276	220	140	1156
SW NE ✓	40.	160	200	160		500
SE NE ✓	40.	210	300	120	60	690
	640. ✓	6665	4076	5010	1305	14055 ✓

LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

LANDS & TIMBER						
STANDARD BLOCK			DECEMBER 31, 1930			
Description	Acreage	S.Pine	W.Pine	Fir	Cedar	Totals
<u>T S N - R 17 E</u>						
Sec.17 NE NE	40.		500	250	40	590
NE NW	40.	560	30	580	75	1165
NW NW	40.	780	160	550	140	1760
SW NW	40.	450	40	975	175	1620
SE NW	40.	510	40	550	180	1280
NE SW	40.		275	100		375
NW SW	40.	250	215	140	50	655
SW SW	40.	235	150	100		515
NW SE	40.		500	70		570
	350. ✓	2565	1560	2145	600	7870 ✓
Sec.18 NE NE	40.	790	550	120	50	1690
NW NE	40.	450	520	150	100	1620
SW NE	40.	780	390	350	40	1560
SE NE	40.	695	675		40	1410
NE NW	40.	490	520	115	120	1645
NW NW	42.08	525	370	275	120	1590
SW NW	42.	750	1260		140	2150
SE NW	40.	345	700	140	40	1825
NE SW	40.	520	490		120	1630
NW SW	41.92	575	550	120	40	1695
SW SW	41.54	560	520		175	1655
SE SW	40.	670	580		150	1410
NW SE	40.	770		590	100	1860
SW SE	40.	1150	150	140	50	1490
SE SE	40.	590	740		180	1760
	307.84 ✓	13640	6805	1800	1425	21970 ✓
Sec.19 NW NE	40.	520	210	90		820
SW NE	40.	580	120	470	120	1290
NE NW	40.	50	250	190	50	590
NW NW	41.79	550	50	545	50	1295
SW NW	41.76	720	220	670	140	1750
SE NW	40.	540	150	420	100	1410
NW SW	40.	500		490	175	1165
SW SW	41.74	590	30	450	150	1340
SE SW	41.71	1250	150	420	240	2060
NE SE	40.	480	320	550	140	1590
NW SE	40.	500	150	550	100	1300
SW SE	40.	270	520	160	70	920
SE SE	40.	510	550	420		1580
	327. ✓	7360	2500	3085	1315	13240 ✓
Sec.25 SW SE	40. ✓	55	770		70	895 ✓
Sec.26 NE SW	40.	550	1175	100	150	1775
NW SW	40.	450	990	120	175	1735
SW SW	40.	550	1210	130	140	2130
SE SW	40.	560	1420	150	140	2270
	160. ✓	2010	4795	500	605	7910 ✓
Sec.24 NE NE	40.	730	780	510	140	1960
NE NW	40.	1380	700	510	550	2780
	80. ✓	2110	1480	620	500	4710 ✓
Sec.25 NE NW	40.	590	1140	220	150	2260
NW NW	40.	410	1150	210	120	1890
SW NW	40.	480	1220	150	80	1930
SE NW	40.	520	1270	120	175	2185
NE SW	40.	560	1240	270	220	2650
SW SW	40.	520	1470	110	200	2100
SE SW	40.	760	970	175	140	2045
NW SE	40.	550	1420	70	150	2190
SW SE	40.	590	2040	120	250	2690
SE SE	40.	510	1660		240	2510
	400. ✓	5280	13600	1445	1755	22080 ✓

LANDS AND TIMBER IN PLC'S STANDARD BLOCK, 1930

LANDS & TIMBER

STANDARD BLOCK

DECEMBER 31, 1930

Description	Acreage	S.Pine	W.Pine	Fir	Cedar	Sequoia	Totals
Section 17							
Sec. 17 NE NE ✓	40.	50	850		60		440
NW NE ✓	40.	75	860		140		1095
SW NE ✓	40.		840				840
SE NE ✓	40.		820		30		850
NE NW ✓	40.	220	1050	75	150		1475
NW NW ✓	40.	250	900		60		1210
SW NW ✓	40.	60	820		70		950
SE NW ✓	40.		450		50		460
NE SW ✓	40.	100	850		60		890
NW SW ✓	40.	260	1520	175	150		1905
SW SW ✓	40.	370	780		220		1370
SE SW ✓	40.	150	840				490
NE SE ✓	40.		870				870
NW SE ✓	40.		450		40		490
SW SE ✓	40.		220		110		330
SE SE ✓	40.		260				260
Section 17 Totals	440.	1855	9540	250	1100		12545

Section 18							
Sec. 18 NE NE ✓	40.	675		1050			1725
NW NE ✓	40.	780		950	50		1760
SW NE ✓	40.	275	520	660			1455
SE NE ✓	40.	250	370	485			1095
NE NW ✓	40.	620		725	30		1375
NW NW ✓	40.	770	40	850	30		1690
SW NW ✓	40.	880	125	640	50		1485
SE NW ✓	40.	650		1170	10		1830
NE SW ✓	40.	860		855	40		1755
NW SW ✓	40.	140	880	1555	150		2025
SW SW ✓	40.	1520		240			1760
SE SW ✓	40.	75	200	720	75		1070
NE SE ✓	40.	1780	120	480			2380
NW SE ✓	40.	1195		110			1305
SW SE ✓	40.		500	480			980
SE SE ✓	40.	150	500	1245	105		1995
Section 18 Totals	440.	10440	2165	11875	565		24285

Section 19							
Sec. 19 SW SW ✓	39.59	825	780	150	65		1570
SE SW ✓	40.	920	850	430	50		2200
SW SE ✓	40.	1060	210	640	35		1965
Section 19 Totals	119.59	2805	1770	1220	150		5755
Section 20							
Sec. 20 SE SE ✓	40.	1150	240	730	100		2220
Section 21							
Sec. 21 SW SW ✓	40.	1575		855	40		2470
SE SW ✓	40.	1045		1275	90		2410
Section 21 Totals	80.	2620		1930	130		4480

Section 22							
Sec. 22 NE NE ✓	40.	15	270	520	150		945
NW NE ✓	40.	50	430	400	100		980
SW NE ✓	40.	50	575	650	350		1405
SE NE ✓	40.		240	220	200		760
Section 22 Totals	160.	115	1515	1960	780		4110

TOTAL 53,214.77 444,270 877,225 124,877 21,220 620 1,290,872

53,214.77

USDA, Forest Service, Stanislaus National Forest

U-USES - Stanislaus

Pickering Lumber ~~CORP~~ STATES DEPARTMENT OF AGRICULTURE
 Railroad Camp - 8/19/57
 (Beardsley) FOREST SERVICE



(Designation)

SPECIAL-USE APPLICATION

1. Application is hereby made for a permit to use the following-described lands:

Pln Tr 1 1/2 Sec 11 & 12 1/2 Sec 14 T4N R17E M

for the purpose of *Railroad Right of Way*
 and a railroad camp

2. Construction of improvements will begin within *1* months, will be completed within *6* months; the premises will be used at least *180* days each year; will cost approximately \$*50,000* and will consist of the following:

See accompanying Invoice -

- A railroad track with switching spurs and standing area.
- A railroad camp with cook-house, sleeping cabins, utility buildings, storage tanks for fuel and water.
- A water pipeline from Chinaman Creek to camp area.

8-19-57
 (Date of application)

(Signature of applicant)

Pickering Lbr Corp

(Address)

Stanford Calif

REPORT ON APPLICATION

1. General description of the area and adaptability for the proposed use. Outline area on map on reverse side or on separate map sheet if needed to clarify proposed use. **Camp and trackage has been constructed by Oakdale & So. San Joaquin Irrigation Districts. This was the only possible location for this facility.**
2. Status of the land requested, including description of any improvements or claims on area. If previously under permit indicate former permit date and permittee's name. **National Forest land within FPC permit area for Beardsley Dam.**
3. State approximate amount and kinds of timber to be cut, recommended stumpage prices, method of scaling. **Clearing of site was handled in conjunction with the Tri Dam Project under Master Permit to OJD & SSJID dated 5/31/55. No further clearing remains to be done.**
4. Recommendations including any factors which might affect the granting of the permit or future use of the land. **We recommend the required permit be issued.**
5. List on the reverse side any additional conditions which should be made a part of the permit. **See sheet attached.**

Report submitted: *August 26, 1957*
 (Date)

(Signature)

John C. Rensel
 District Ranger

(Title)

Report approved: *as completed*
amended 9/1/57
 (Date)

(Over)

(Title)

Comments on Special Use Application for Beardsley Camp - Pickering Lbr. Corp.

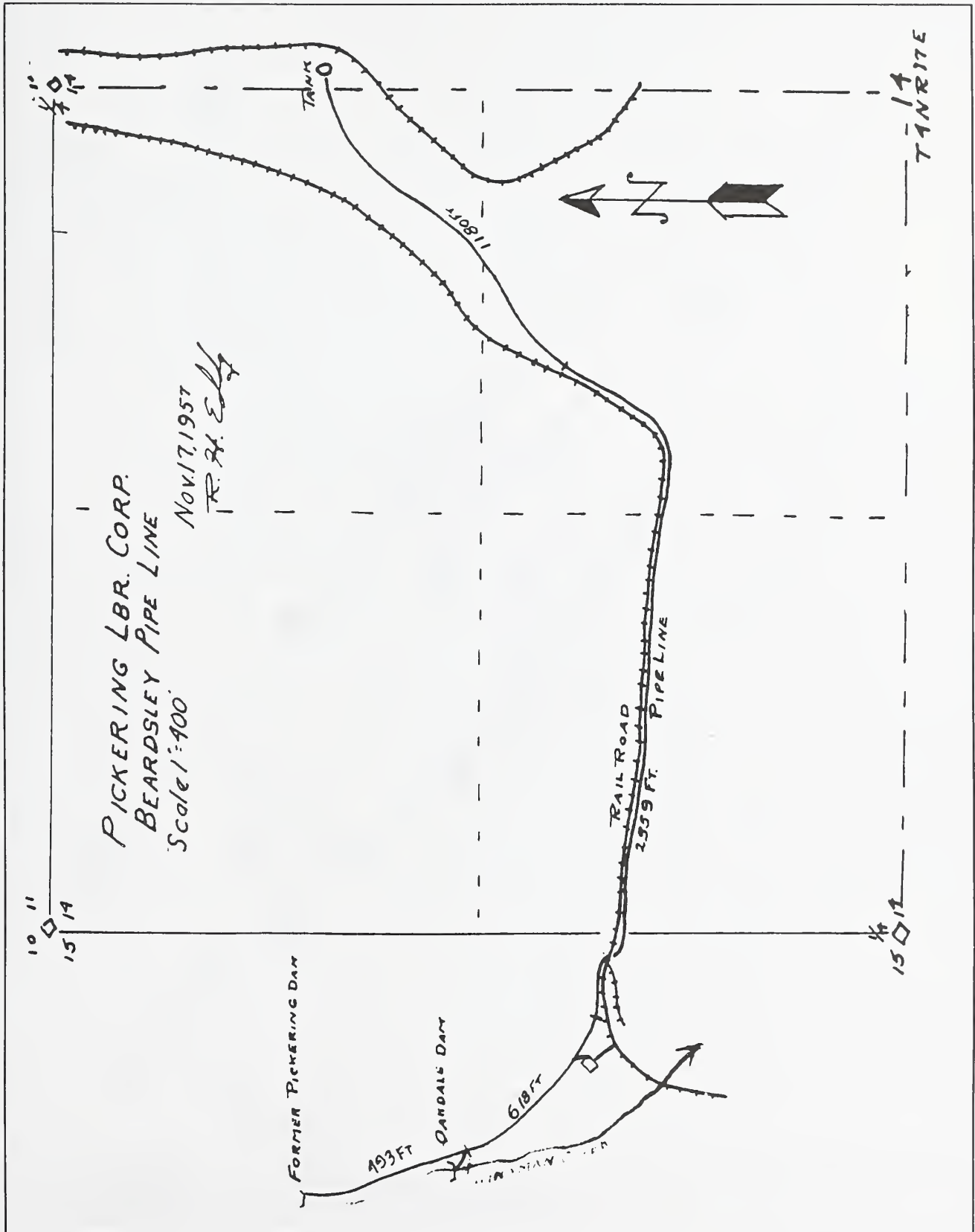
(1) The camp as presently built has practically no fire protection. The water supply comes from a tank on about the same level as the buildings, and the pipe line from Chinaman Creek has only a few pounds pressure. The Corporation should be required to install at least a 10,000 gallon water supply on the railroad grade above the camp at such elevation to get about 60 lbs pressure at the camp. They should then place standpipes to cover the camp facilities on each of the three levels and provide at least 100 feet of $1\frac{1}{2}$ " cotton hose at each outlet.

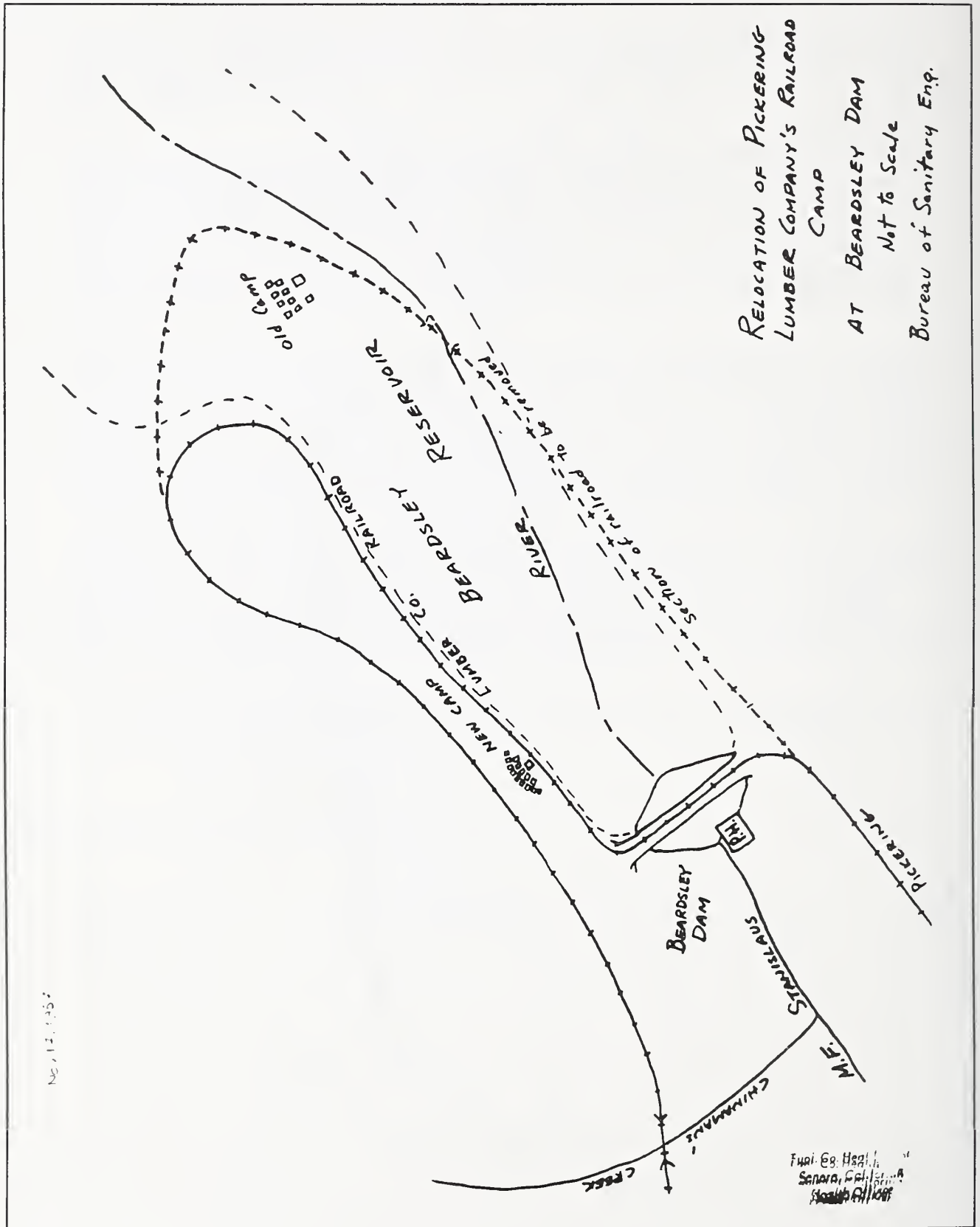
(2) The small bunk houses are now heated with wood burning heaters. The flues are without caps or spark arrestors and there are no ash plates on the floors around the heaters. In the cookhouse, the oil-burning range has a tall metal flue and there is no hood over the range; this is not only a fire hazard but a health hazard as well which apparently State inspectors have not picked up yet. The Special Use Permit should require patent flues and spark arresting hoods. We should also require a chemical fire extinguisher in each bunkhouse, in the cook house, in the car barn, or where ever fuel is stored.

(3) The Corporation now disposes of camp refuse by hauling it up the railroad and dumping in convenient gullies. The permit should provide that camp refuse shall be disposed of only at such location and in such manner as prescribed in writing by the Forest Supervisor. In this same connection, there were no trash cans in evidence around the camp and already the men are throwing bottles, etc. out behind the camp.

(4) The permit should provide for free, safe access along the ~~RIGHT-OF-WAY~~ right-of-way for foot or horseback travelers.

Use R.O. washing or access





VIRGIN TIMBER
PICKERING LUMBER CORPORATION

MARCH 31, 1965

Copies to: W. Pendola F.F. Mowbray R. Pland
J. Lowe J. Gray F. Carter (2) File

This accounting and summary of the Pickering Lumber Company's virgin timber stands, by township and section, was probably completed preparatory to the company's sale to the Fibreboard Corporation.
Fibreboard Corporation

PICKERING LUMBER CORPORATION

STANDARD BLOCK - TUOLUMNE COUNTY, CALIFORNIA

VIRGIN TIMBER

DESCRIPTION	TOTAL ACREAGE	TIMBERED ACREAGE	SUGAR PINE	YELLOW PINE	FIR	CEDAR	TOTAL
TAN - R158							
Sec. 11 - SE NW	40	40	18	244	453	149	864
	40	40	18	244	453	149	864
TAN - R172							
Sec. 11 - SW NW	40	40	5	733	-	21	761
NW SW	40	21	141	356	-	16	513
	80	61	146	1,111	-	37	1,294
TAN - R162							
Sec. 1 - NE NE	37.33	18.78	618	37	383	31	1,089
	37.33	18.78	618	37	383	31	1,089
Sec. 2 - NE NE	37.19	37.19	433	152	1,371	43	2,001
NW NE	37.16	37.16	1,018	276	358	126	1,778
SW NE	40.	34.	1,013	844	570	148	2,575
SE NE	40.	34.	1,194	103	1,083	36	2,416
	154.35	142.35	3,660	1,375	3,384	351	8,772
Sec. 3 - NE NW	36.41	33.41	286	130	87	17	520
NW NW	36.14	36.14	286	173	105	18	582
SW NW	40.	36.00	549	431	262	38	1,280
NW SW	40.	10.00	100	-	150	5	255
	152.55	115.55	1,221	734	604	78	2,637
Sec. 4 - SW NE	40	40	47	391	5	92	535
SE NE	40	40	258	484	119	74	935
NE SW	40	40	-	321	-	39	560
SW SW	40	40	8	567	28	62	665
NW SE	40	40	229	292	256	57	834
NW SE	40	40	168	673	121	47	1,011
	240	240	710	2,930	529	371	4,540
Sec. 5 - SW SW (T 1-13-77)			73	1,283	-	60	1,416
			73	1,283	-	60	1,416
Sec. 8 - NE NW (T 1-13-77)				927	18	75	1,020
NW NW	" "		27	581	39	81	728
SW NW	" "		12	732	58	62	864
SE SW	40	40	136	413	643	132	1,324
	40	40	173	1,653	758	350	2,934
Sec. 9 - NW NE	40	17	379	98	253	75	805
NE NW	40	40	411	238	306	92	1,047
NW NW	40	40	217	1,81	81	66	943
SW NW	40	40	235	166	420	96	917
SE NW	40	19	216	156	33	14	439
	200	147.00	1,458	1,139	1,113	243	4,013
Sec. 10 - SE SE	40	37.00	150	88	1,542	70	2,050
	40	37.00	150	88	1,542	70	2,050
Sec. 12 - SW NW	40	40	147	312	308	12	779
	40	40	147	312	308	12	779

PICKERING LUMBER CORPORATION

STANDARD BLOCK - TULUMNE COUNTY, CALIFORNIA

VIRGIN TIMBER

DESCRIPTION	TOTAL ACREAGE	TIMBERED ACREAGE	SUGAR PINE	YELLOW PINE	FIR	GRAND	TOTAL
TSH - B168							
Sec. 13 - NW NW	40	33	887	-	831	112	1,830
	40	33	887	-	831	112	1,830
Sec. 14 - NW SW	40	40	1,009	31	437	82	1,559
	40	40	1,009	31	437	82	1,559
Sec. 15 - SE NW	40	4	40	-	79	3	122
SE SW	40	34	994	-	1,124	94	2,212
SE SW	40	40	634	101	386	64	1,185
	120	78	1,564	101	1,749	161	3,575
Sec. 17 - NW NW	40	40	403	208	1,020	168	1,800
	40	40	403	208	1,020	168	1,800
TSH - B178							
Sec. 1 - NW NE	44.16	43.66	913	301	1,528	223	3,167
	44.16	43.66	913	301	1,528	223	3,167
Sec. 7 - SW NE	40	19	224	-	164	46	434
NE SW	40	35	1,167	31	934	123	2,275
	80	54	1,391	31	1,098	169	2,704
Sec. 11 - NE SE	40	40	961	735	643	153	2,492
NE SE	40	40	144	86	442	31	703
SE SE	40	40	669	322	1,019	107	2,117
SE SE	40	40	562	314	629	119	1,624
	160	160	2,336	1,457	2,733	410	6,936
Sec. 12 - NW SW	40	40	310	735	204	34	1,323
NW SW	40	40	671	664	296	155	1,786
SW SW	40	40	698	465	413	124	1,700
SE SW	40	40	593	281	425	110	1,411
NW SE	40	40	211	416	83	37	747
SW SE	40	40	871	467	463	155	1,956
	240	240	3,336	3,048	1,884	635	8,923
Sec. 13 - NW NE	40	40	1,049	297	362	191	1,899
SW NE	40	40	574	327	337	147	1,385
NW NW	40	40	302	404	437	56	1,419
NW NW	40	40	585	664	541	46	1,836
SW NW	40	36	48	760	109	67	984
SE NW	40	40	139	1,093	39	87	1,358
NW SW	40	36	200	718	53	34	1,005
SW SW	40	36	182	616	101	82	981
	320	308	3,279	4,879	1,999	710	10,867
Sec. 14 - NE NE	40	40	1,211	231	642	89	2,173
NW NE	40	36	839	100	899	147	1,985
SE NE	40	4	72	26	52	5	155
SE NE	40	18	244	163	104	38	569
SE NW	40	40	1,117	48	1,732	121	3,038
NW SW	40	40	549	112	819	108	1,588
SW SE	40	30	202	176	46	120	544
	280	208	4,214	856	4,114	628	10,012
Sec. 23 - SW SE	40	40	8	1,197	12	295	1,512
	40	40	8	1,197	12	295	1,512

PICKERING LUMBER CORPORATION

STANDARD BLOCK - FIVOLVINE COUNTY, CALIFORNIA

VIRGIN TIMBER

DESCRIPTION	TOTAL ACREAGE	TIMBERED ACREAGE	SUGAR PINE	YELLOW PINE	FIR	CEDAR	TOTAL
76N - R17E							
Sec. 36 - NW NE	40	40	8	380	-	32	420
SW NE	40	28	-	176	-	6	182
SE NW	40	40	41	516	-	45	602
NE SW	40	12	8	45	-	7	60
SE SW	40	4	10	14	-	2	26
NE SE	40	40	4	112	-	14	130
NW SE	40	40	19	191	-	24	234
SW SE	40	40	13	61	-	5	79
SE SE	40	40	-	12	-	-	12
	360	284	103	1,507	-	133	1,763
76N - R16E							
Sec. 36 - NW NE	40	40	745	-	2,594	36	3,375
NW NE	40	40	974	-	1,553	113	2,640
SW NW	40	40	55	317	1,454	1	1,827
SE NW	40	40	33	234	1,291	-	1,558
NE NW	40	40	692	-	1,364	50	2,106
NW NW	40	40	802	-	1,500	74	2,376
SW NW	40	40	816	109	1,325	210	2,460
NE NW	40	40	616	-	1,890	44	2,550
NW SW	40	40	132	45	1,056	57	1,290
NW SW	40	40	894	-	1,901	129	2,924
SW SW	40	40	241	217	334	20	1,032
SE SW	40	40	1,130	99	1,019	103	2,351
NE SE	40	40	228	272	1,263	51	1,814
NW SE	40	40	235	91	262	48	636
SW SE	40	40	1,085	33	1,199	104	2,421
NE SE	40	40	907	89	1,813	91	2,900
	640	640	9,585	1,126	22,038	1,131	34,280
76N - R17E							
Sec. 31 - SW SW	39.89	39.89	672	236	454	150	1,512
SE SW	40	40	778	82	716	275	1,851
SW SE	40	40	666	107	1,078	161	2,012
	119.89	119.89	2,116	425	2,248	586	5,371
76N - R18E							
Sec. 31 - NE NE	40	40	-	177	1,178	13	1,368
NW NE	40	40	71	459	671	32	1,233
SW NE	40	40	161	190	1,289	215	1,855
SE NE	40	40	14	231	775	63	1,083
	160	160	246	1,057	3,913	323	5,539
TOTAL	3708.50	3330.83	40,132	28,772	54,968	7,622	131,494

PICKERING LUMBER CORPORATION

STANDARD BLOCK - TUOLUMNE COUNTY, CALIFORNIA

LAND AND ESTIMATED TIME REMAINING

PICKERING-DUGES DIVIDED INTEREST

DESCRIPTION	TOTAL		VIRGIN TIMBER					TOTAL
	UNDIVIDED FEES	ACRES	TIMBERED ACRES	SUGAR PINE	YELLOW PINE	FIR	CEDAR	
<u>15N - 116E</u>								
Sec. 1 - NW NE	23.79	37.43	31.82	647	263	539	80	1,529
SW NE	23.43	40.	4.00	41	64	67	9	181
SE NE	23.43	40.	20.00	464	38	383	43	1,128
NR NW	23.74	37.35	37.35	390	316	999	74	1,979
NW NW	23.68	37.25	37.25	673	204	1,120	59	2,098
SW NW	23.43	40.	40.00	200	941	666	37	1,844
SE NW	23.43	40.	16.00	384	349	218	38	1,189
NR SW	23.43	40.	5.00	54	144	47	20	265
NW SW	23.43	40.	40.00	135	1,633	107	50	1,963
NE SE	23.43	40.	40.00	773	3	1,471	51	2,098
NW SE	23.43	40.	34.00	932	50	894	58	1,934
SE SE	23.43	40.	40.00	763	254	710	24	1,751
	200.26	472.03	343.42	6,077	4,279	7,221	443	18,130
Sec. 2 - NR NW	23.61	37.14	21.14	318	68	438	96	1,140
NW NW	23.59	37.11	37.11	1,344	36	914	193	2,687
NE SE	23.43	40.00	40.00	308	1,013	361	80	1,762
	72.63	114.25	98.25	2,370	1,117	1,733	269	5,529
Sec. 3 - NR NE	23.49	36.96	36.96	672	80	507	74	1,413
NW NE	23.32	36.69	36.69	166	84	386	23	860
	46.81	73.65	73.65	838	164	893	96	2,073
Sec. 4 - SW NE	23.43	40.	32.	232	559	147	30	968
	23.43	40.	32.	232	559	147	30	968
Sec. 11 - NR SW	23.43	40	27.	76	46	1,378	14	1,514
NW SW	23.43	40	18.	152	40	370	30	592
NE SE	23.43	40	40.	742	31	843	55	1,671
NW SE	23.43	40	32.	244	3	658	34	959
SW SE	23.43	40	40.	780	43	1,207	84	2,114
	127.23	200	157.00	1,944	163	4,456	237	6,800
Sec. 12 - NR SW	23.43	40	40.	1,377	-	1,282	143	2,804
NW SW	23.43	40	40.	1,057	-	1,464	48	2,569
SW SW	23.43	40	40.	1,630	-	873	116	2,621
SE SW	23.43	40	40.	889	-	908	56	1,853
NR SE	23.43	40	40.	1,141	4	1,000	13	2,160
NW SE	23.43	40	40.	457	35	1,026	5	1,523
SW SE	23.43	40	40.	549	121	638	119	1,437
	178.13	280	280.	7,100	230	7,253	504	13,087
Sec. 14 - NW NE	23.43	40	40.	499	333	501	111	1,444
SW NE	23.43	40	40.	969	-	556	64	1,589
NR NW	23.43	40	40.	1,266	-	949	63	2,280
NW NW	23.43	40	40.	704	49	1,020	103	1,878
SW NW	23.43	40	40.	1,604	4	850	41	2,519
SE NW	23.43	40	40.	708	17	677	96	1,518
	132.70	240	240.	5,740	403	4,573	503	11,229
Sec. 15 - SE NE	23.43	40	40	1,384	-	982	180	2,546
	23.43	40	40	1,384	-	982	180	2,546

PICKERING LUMBER CORPORATION

STANDARD BLOCK - TUOLUMNE COUNTY, CALIFORNIA

LAND AND ESTIMATED TIMBER REMAINING

PICKERING-DUCKY DIVIDED INTEREST

VIRGIN TIMBER

DESCRIPTION	UNDIVIDED FEE	TOTAL ACRES	TIMBERED ACRES	SUGAR PINE	YELLOW PINE	FIR	CEDAR	TOTAL
T6N - R16E								
Sec. 17 - NW NW	25.45	40	38	92	55	311	106	564
	25.45	40	38	92	55	311	106	564
T6N - R17E								
Sec. 5 - NW NW	24.50	38.55	13.00	50	59	121	91	321
	24.50	38.55	13.00	50	59	121	91	321
Sec. 6 - NE NE	24.35	38.30	22.30	331	54	928	67	1,380
NW NE	24.28	38.10	6.10	72	2	216	15	305
NE NW	24.09	37.90	18.95	425	79	720	37	1,261
NW NW	24.17	38.03	28.52	551	55	1,145	33	1,784
SW NW	25.96	40.04	30.63	714	-	1,674	47	2,435
SE NW	25.45	40.	7.00	135	28	185	10	358
NE SW	25.45	40.	40.	832	673	727	229	2,461
SE SW	25.45	40.	40.	380	688	1,086	90	2,244
	199.20	313.17	193.50	3,440	1,579	6,681	528	12,228
Sec. 7 - NW NE	25.45	40.	-	53	-	150	55	258
NE NW	25.45	40.	40.	277	251	933	26	1,487
SE NW	25.45	40.	40.	795	52	1,379	84	2,310
NW SW	26.76	42.10	42.10	968	-	1,837	102	2,907
	103.11	162.10	122.10	2,093	303	4,299	267	6,962
T6N - R16E								
Sec. 25 - NW SE	25.45	40.	40.	458	195	909	151	1,713
NW SE	25.45	40.	40.	78	360	817	79	1,334
SW SE	25.45	40.	40.	379	71	1,521	111	2,082
SE SE	25.45	40.	40.	698	5	1,715	76	2,496
	101.80	160.	160.	1,413	631	4,962	417	7,433
Sec. 33 - NE SW	25.45	40.	40.	123	209	471	69	872
NW SW	25.45	40.	40.	803	309	679	79	1,870
SW SW	25.45	40.	40.	469	90	1,028	100	1,687
SE SW	25.45	40.	40.	1,045	34	792	217	2,088
NE SE	25.45	40.	40.	1,106	66	1,235	238	2,645
NW SE	25.45	40.	40.	233	554	377	186	1,350
SW SE	25.45	40.	40.	939	48	949	86	2,022
SE SE	25.45	40.	40.	332	274	1,018	203	1,827
	203.60	320.	320.	5,050	1,581	6,449	1,178	14,361
T6N - R17E								
Sec. 30 - SW NW	24.63	38.74	38.74	180	306	1,027	27	1,540
SE NW	25.45	40.	40.	404	242	1,729	38	2,413
NE SW	25.45	40.	40.	881	194	1,105	191	2,371
NW SW	24.74	38.90	38.90	869	209	1,658	54	2,790
	100.27	157.64	157.64	2,334	951	5,519	310	9,114

PICKERING LUMBER CORPORATIONSTANDARD BLOCK - TUOLUMNE COUNTY, CALIFORNIALAND AND ESTIMATED TIMBER REMAININGPICKERING-DUGGY DIVIDED INTERESTVIRGIN TIMBER

<u>DESCRIPTION</u>	<u>UNDIVIDED FEES</u>	<u>TOTAL ACRES</u>	<u>TIMBERED ACRES</u>	<u>SUGAR PINE</u>	<u>YELLOW PINE</u>	<u>FIR</u>	<u>CEDAR</u>	<u>TOTAL</u>
<u>76M - 817E</u>								
Sec. 31 - SE SE	22.45	40.	40.	553	55	2,228	186	3,022
	<u>22.45</u>	<u>40.</u>	<u>40.</u>	<u>553</u>	<u>55</u>	<u>2,228</u>	<u>186</u>	<u>3,022</u>
Sec. 32 - SE NW	25.45	40.	40.	162	240	671	69	1,162
NE SW	25.45	40.	40.	784	54	1,557	204	2,599
SW SW	25.45	40.	40.	424	224	1,576	273	2,497
SE SW	25.45	40.	40.	694	476	876	175	3,221
	<u>101.80</u>	<u>160.</u>	<u>160.</u>	<u>2,064</u>	<u>1,014</u>	<u>4,680</u>	<u>721</u>	<u>8,479</u>
 TOTAL WAD	 <u>1813.90</u>	 <u>2851.44</u>	 <u>2450.16</u>	 <u>42,824</u>	 <u>13,148</u>	 <u>62,690</u>	 <u>6,265</u>	 <u>124,927</u>

PICKERING LUMBER CORPORATION

WESTSIDE BLOCK - TUOLUMNE COUNTY, CALIFORNIA

VIRGIN TIMBER

DESCRIPTION	TOTAL ACRES	TIMBER ACRES	SUGAR PINE	YELLOW PINE	FIR	OMBAR	TOTAL
TIN - R16E							
Sec. 1 - Lot A							
- NW NW	35.34	35.34	51	317	-	18	386
	35.34	35.34	51	317	-	18	386
TIN - R17E							
Sec. 10 - SE NW	40	6	28	76	56	19	179
NW NW	40	8	6	32	7	5	50
NW SE	40	10	64	80	185	28	357
SE SE	40	16	253	73	392	32	720
	160	40	351	261	640	64	1,319
Sec. 11 - SW NW	40	40	354	484	191	78	1,107
SW SW	40	40	360	469	437	50	1,316
SE SW	40	40	622	217	369	60	1,268
SW SE	40	40	635	342	777	67	1,801
	160	160	1,971	1,512	1,774	255	3,492
Sec. 12 - NW NW	40	40	264	475	167	40	946
	40	40	264	475	167	40	946
Sec. 13 - NW NW	40	37	299	276	121	87	983
	40	37	299	276	121	87	983
Sec. 16 - NW NE	40	40	156	299	507	92	1,054
NW NW	40	40	20	22	145	33	220
SW SW	40	40	157	328	29	20	534
SE SW	40	40	125	257	11	34	427
SW SE	40	40	44	116	207	20	387
SE SE	40	20	90	165	291	25	601
	240	220	592	1,187	1,190	254	3,223
Sec. 22 - NW NE	40	40	84	263	114	18	479
NW NW	40	40	135	452	201	88	876
SE NE	40	40	125	437	-	57	619
NW SE	40	40	375	925	133	205	1,638
	160	160	719	2,077	448	368	3,612
Sec. 23 - SW NW	40	40	161	527	45	47	780
SW NW	40	40	24	46	197	8	275
SE SW	40	40	106	377	144	15	642
NW SW	40	40	168	492	11	57	728
	160	160	459	1,442	397	127	2,425
TOTAL	995.34	852.36	4,706	7,547	4,927	1,233	18,403

PICKERING LUMBER CORPORATION

LANDS AND ESTIMATED TIMBER REMAININGSEATTLE TIMBER

<u>DESCRIPTION</u>	<u>TOTAL ACRES</u>	<u>TIMBERED ACRES</u>	<u>SUGAR PINE</u>	<u>YELLOW PINE</u>	<u>FIR</u>	<u>CEDAR</u>	<u>TOTAL</u>
<u>T&N - D175</u>	<u>T 7-1-69</u>						
Sec. 13 - SW NW		40	-	160	106	-	266
NW SW		40	-	166	150	-	316
SW SW		12	-	-	150	-	150
		<u>92</u>	<u>-</u>	<u>326</u>	<u>256</u>	<u>-</u>	<u>712</u>
Sec. 14 - NE SE	<u>T 7-1-69</u>	<u>40</u>	<u>-</u>	<u>35</u>	<u>69</u>	<u>-</u>	<u>104</u>
		<u>40</u>	<u>-</u>	<u>35</u>	<u>69</u>	<u>-</u>	<u>104</u>
Sec. 24 - NW NW	<u>T 7-1-69</u>	<u>20</u>	<u>-</u>	<u>3</u>	<u>551</u>	<u>-</u>	<u>554</u>
		<u>20</u>	<u>-</u>	<u>3</u>	<u>551</u>	<u>-</u>	<u>554</u>
Sec. 26 - NE NW	<u>T 7-1-69</u>	<u>40</u>	<u>-</u>	<u>8</u>	<u>283</u>	<u>-</u>	<u>891</u>
NW NW		40	-	91	1,489	-	1,580
SW NW		40	-	172	346	-	718
SE NW		40	-	-	1,982	-	1,982
		<u>160</u>	<u>-</u>	<u>271</u>	<u>4,300</u>	<u>-</u>	<u>4,571</u>
 TOTAL		<u>312</u>	<u>-</u>	<u>635</u>	<u>5,326</u>	<u>-</u>	<u>5,961</u>

PICKERING LUMBER CORPORATION

TOTAL PICKERING LANDS

<u>DESCRIPTION</u>	<u>ACREAGE</u>	<u>SUGAR PINE</u>	<u>YELLOW PINE</u>	<u>FIR</u>	<u>CEDAR</u>	<u>TOTAL</u>
STANDARD BLOCK		40,132	28,772	54,968	7,622	131,494
PICKERING-DUCKY DIVIDED INTEREST		42,834	13,118	62,690	6,265	124,937
WEST SIDE BLOCK	19229.05	4,706	7,347	4,917	1,233	18,403
SEEDLE PURCHASE		-	635	3,326	-	3,961
TOTAL		87,672	50,102	127,901	15,120	280,795

3-31-65

STANDARD BLOCK	
CUT-OVER ACRES	31,498.50
TIMBER ACRES	<u>3,330.23</u>
TOTAL	34,828.73
PICKERING-DUCKY DIV. INT.	
CUT-OVER ACRES	8,243.55
TIMBER ACRES	<u>2,450.56</u>
TOTAL	10,694.11
WEST SIDE BLOCK	
CUT-OVER ACRES	18,376.71
TIMBER ACRES	<u>823.24</u>
	19,200.00
TOTAL CUT-OVER ACRES	58,118.76
TOTAL TIMBER ACRES	<u>6,603.13</u>
TOTAL	64,721.89

* 13.34 Acres added to Book Cruise explained as follows:

T1N - R15E SE SE - Sec. 1	✓ 4.52 Acres not in cruise book
T2N - R16E R/W in Sec. 4	- 0.80 Acres Due to Resurvey
T2N - R16E R/W in Sec. 9	- 0.18 Acres Due to Resurvey
T3N - R16E R/W in	
SW NW Sec. 35	✓ 10.00 Due to error
TOTAL	✓ 13.34

PICKERING LUMBER CORPORATION

STANDARD, CALIFORNIA

TIMBER-STANDARD UNIT

SUMMARY OF CHANGES BY YEAR & SPECIES THRU 1964 LOGGING SEASON

LOGGING SEASON	ACRES	SUGAR PINE	YELLOW PINE	FIR	CEDAR	TOTAL
1964						
(1) Cruise on Standard Lands Logged Exclusive of Pickering-Ducey	424.27	3,397,000	2,952,000	3,203,000	755,000	10,307,000
(2) Deck Scale-Standard Lands Exclusive of Pickering-Ducey		3,635,540	3,431,330	2,894,520	439,950	10,401,340
(3) Cruise Loss or Gain on Standard Lands		238,540	479,330	308,480	315,050	94,340
(4) % Recovery		107.02%	116.24%	90.37%	58.27%	
(5) Pickering-Ducey Undivided Cruise Cut	142.40	2,441	796	4,359	.271	7,869
(6) Pickering-Ducey Deck Scale		2,612,340	927,360	3,939,230	157,970	7,636,920
(7) Cruise Loss or Gain on Pickering-Ducey Lands		171,360	129,360	419,770	113,030	232,080
(8) % Recovery on Pickering-Ducey Lands		107.02%	116.21%	90.37%	58.29%	
(9) Cruise on West Side Lands		1,235	1,954	2,008	406	5,603
(10) Deck Scale on West Side Lands		1,592,260	1,616,260	2,431,730	144,480	5,784,730
(11) Cruise Loss on West Side Lands		357,260	337,740	423,730	261,520	181,730
(12) % Recovery on West Side Lands		128.93%	82.71%	121.10%	35.59%	
(13) Total Pickering Cruise		7,073,000	5,704,000	9,570,000	1,432,000	23,779,000
(14) Total Pickering Deck Scale		7,840,160	5,974,950	9,265,480	742,400	23,822,990
(15) Cruise Loss or Gain		767,160	270,950	304,520	689,600	43,990
(16) % Recovery		110.85%	104.75%	96.82%	51.84%	

(10)

PICKERING LUMBER CORPORATION

STANDARD, CALIFORNIAS U M M A R Y

	<u>SUNAR</u> <u>PINE</u>	<u>YELLOW</u> <u>PINE</u>	<u>FIR</u>	<u>CEDAR</u>	<u>TOTAL</u>
<u>BOOK - 4-1-64</u>					
Standard Block	43,529,000	31,724,000	58,171,000	8,377,000	141,801,000
Pickering-Ducey Undivided	45,275,000	13,946,000	67,049,000	6,536,000	132,806,000
West Side	5,941,000	9,501,000	6,925,000	1,639,000	24,006,000
Seale	-	855,000	9,632,000	-	10,487,000
TOTAL	94,745,000	56,026,000	141,777,000	16,552,000	309,100,000
<u>1299</u>					
<u>CUT STANDARD</u> <u>Block #1</u>	3,635,540	3,431,330	2,894,520	439,950	10,401,340
<u>CUT PICKERING</u> <u>Ducey #6</u>	2,612,360	927,360	3,939,230	157,970	7,636,920
<u>CUT WESTSIDE</u> <u>Lands #10</u>	1,592,260	1,616,260	2,431,730	144,480	5,784,730
<u>CRUISE LOSS</u> <u>Standard #3</u>	238,540	479,330	308,480	315,050	94,340
<u>CRUISE LOSS</u> <u>Pickering-Ducey #7</u>	171,360	129,360	419,770	113,030	232,080
<u>CRUISE LOSS</u> <u>Westside #11</u>	357,260	337,740	423,730	261,520	181,730
<u>SEALE CRUISE</u> <u>Cut</u>		220,000	4,306,000	-	4,526,000
BOOK 4-1-65	87,672,000	50,102,000	127,901,000	15,120,000	280,795,000

NOTE:

This figure is on Virgin Timber only and does not include Releg on Cut-Over Acres.

(See "TIMBER DELIVERED TO STANDARD" Report)

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STANDARD ARCHIVE (S. A.)

Note: As of October 1995, the Standard Archive is located at the Fibreboard Corporation's office in Standard, California. The archive's documents present a challenge to properly cite. Moreover, Sierra Pacific Industries is in the process of acquiring Fibreboard's holdings in Tuolumne County. Standard Archive citations will be listed according to one of two main locations: the basement vault and the upper vaults. When appropriate, a parenthetical description of the appearance of the document or further location information will also be included.

S. A. Basement Vault

Big Tree Timber Company (Documents are in a labeled, metal box.)

var. Day Book.

var. Check register.

1903 By Laws Book.

1903 Minute Book. (Closed out in 1911.)

Empire City Railway Company

1908 Empire City Railway incorporation papers, 7-27-08.

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Pickering Lumber Company - Plans and Maps

1961 Mainline Railroad, March. (Scale is 1 1/2" to the mile. Map also has a chart listing various landmarks along the SPRwy—primarily sidings—the mileage between that point and Ralph Station, the car capacity of the siding and the maximum grade between the landmarks.)

Pickering Lumber Company (PLC)

1920s Payroll, Standard Lumber Company. (Tan corduroy ledger with red leather trim, approximately 24" wide x 15" tall. Most of the pages had been disassembled from the ledger book.)

1922 Plant Investment Ledger. Balances are as of September 30, 1922. (Tan corduroy ledger trimmed with red leather binding. Tabs in the ledger are: Miscellaneous, Plant & Imp[rovements] - Sonora,

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Plant & Imp[rovements] - Saw Mill Unit, Dry Kilns & Equip., Yard & Lumber Storage Facilities, Planing Mill, Box Factory - Standard, Machine Shop & Equip., Waterworks System General Plant, Misc. Plant Machinery & Fixed Tools, Transportation Equip., and RR Terminal Lines.)

- 1923-31 Report of Logs. (Dark green canvas ledger with black trim, measuring about 16" wide and 12" tall.)
- 1926 Indentures transferring ownership from Standard Lumber Company to Pickering Lumber Company after PLC's reorganization and incorporation under Delaware law. Unsigned tissue copies of legal instruments. (Unlabeled, corduroy-covered book.)
- 1927 Corporation Income Tax Return for Calendar Year 1926 for the Pickering Company and Affiliated Corporations, May 13. (In metal file cabinet.)
- 1929 General Journal No. 1, Pickering Lumber Company. (Tan corduroy journal with read leather trim.)
- 1931 The Pickering Company Declaration of Trust. (Including a 1931 document headed, "In the Superior Court of the State of California in and for the County of Tuolumne, in the matter of the Application of the Standard Lumber Company, a corporation, for a Decree of Dissolution." The Declaration of Trust is a thick packet of papers related to Pickering holdings. Although the top sheet declaration of trust is dated June 1, 1919, from the dated materials that comprise the packet, it appears to have been collected in 1931 as part of its post-depression reorganization plan.)
- 1936 Report of Examiner of San Francisco Loan Agency on Application of Captioned Company for a Loan of \$3,250,000.00, Pickering Lumber Company, Kansas City, Missouri, Supplementing Section A of the Report of Mr. T. W. Hutchason, Examiner of the Kansas City Loan Agency. March 6. (In file labeled 'South Grove — Investigation of RFC loan.')
- Inspection Report and Appraisal of Pickering Lumber Company's Properties in California. June 29, completed by special examiner W. H. Thomas and agency examiner W. S. Read. (In file labeled 'South Grove — Investigation of RFC loan.')
- Plan of Reorganization of Pickering Lumber Company. November 1.
- 1937 Final Decree in the Matter of Pickering Lumber Company, A Corporation, Debtor. March 27. (In file labeled 'South Grove — Investigation of RFC loan.')
- 1950 Memorandum, R.F.C. Loan. September 9, unsigned. (In file labeled 'South Grove — Investigation of RFC loan.')
- Letter, Johnson to J. S. McCullough, Jr., (Manager of the RFC in San Francisco). September 12. (In file labeled 'South Grove — Investigation of RFC loan.')
- 1951 Letter by Ben Johnson, April 17. (In file labeled 'South Grove — Investigation of RFC loan.')
- 1958 Sales Manual, Pickering Lumber Corporation. January. (Red-covered notebook with the pick and ring logo on the cover.)

Reconstruction Finance Corporation

- 1938 Minutes, Meeting of the Executive Committee of the Reconstruction Finance Corporation, excerpts. March 22. (In file labeled 'South Grove — Investigation of RFC loan'.)

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- 1902 Journal. May 1 through December 21 May 1 and December 31, 1902. (Tan corduroy journal with red leather trim.)
- 1911-12 Inventory and Accounting Book for Cold Springs and Empire stores.

Sugar Pine Railway (SPRwy)

- 1908 Annual Report Of The Sugar Pine Railway Company To The Board Of Railroad Commissioners Of The State Of California, For The Year Ending June 30, 1908. (Offices of the RR commission were on the 10th Floor, Commercial Building, 833 Market St., San Francisco.)
- 1910 Worksheet for report to Railroad Commission for year ending June 30.

Annual Report Of The Sugar Pine Railway Company To The Board Of Railroad Commissioners Of The State Of California, For The Year Ending June 30, 1910.
- 1917 Annual Report Of The Sugar Pine Railway Company To The Board Of Railroad Commissioners Of The State Of California, For The Year Ending December 31, 1917.
- 1918 Letter to Interstate Commerce Commission, Division of Statistics, November 22.

S. A. Upper Vaults

California, State of

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Pickering Lumber Company - Correspondence

Anonymous

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Andrews, Jesse

- 1926 Legal opinion regarding "Beardsley Flat Situation" to PLC, December 7. [Opinion is unsigned and not initialed; however, it is on letterhead of Baker, Botts, Parker & Garwood, and Andrews was PLC's counsel from that legal firm.]
- 1927 Memorandum of telephone conversation with S. B. Show, January 15.

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- Lermen, J. J.
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Letter to Jesse Andrews with notes from Lermen's Nov. 4 meeting with Bonner, November 5.

Memorandum for PLC files documenting meeting with Paul Downing, November 5.

1927 Memorandum "Turn Back Creek Light & Power Company" documenting visit with Bonner, January 3.

Transmittal letter to J. Andrews, May 28, with draft protest by Turn Back Creek Light and Power Company to the Federal Power Commission.
- Steinmetz, David H.
1926 Letter to W. A. Pickering, October 28.

1927 "Statement of Grounds of Protest of Pickering Lumber Company Against the Application of Sierra and San Francisco Power Company to Appropriate Water, Appellation #4999." With cover letter to F. E. Bonner, January.

"Statement in Regard to Right of Pickering Lumber Company to Complete the Construction of Its Located Logging Railroad Across the Middle Fork of Stanislaus River at Beardsley Flat." Position statement to S. B. Show, January 12. (This statement was prepared by Jesse Andrews for the signature of D. H. Steinmetz.)

Letter to J. Andrews, May 2.

Letter to W. A. Pickering, May 12.

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Letter to J. R. Hall, July 5.
- Wulff, John V.
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1927 Letter to D. H. Steinmetz, March 15.

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Pickering Lumber Company (PLC) - Plans and Maps

- 1929 Plan - Chinaman Creek Bridge. Constructor, Carl Wedstead. Rolled sheet, dated for construction June and July.

Standard Lumber Company (SLC)

- 1903 Standard Lumber Company Plaintiff vs. N. L. Knudsen Defendant, Superior Court, County of Tuolumne, Copy [of] First Amended Complaint filed by F. W. Street, Attorney for Plaintiff, in behalf of D. H. Steinmetz, October 6. (An accompanying map shows the Sears lands referred to in the complaint.)

Sugar Pine Railway (SPRwy) - Maps and Plans

- 1913 Alignment Map of the Sugar Pine Railway, attested December. W. H. Newell, Chief Engineer. Scale: 1" = 400'.
- 1921 Sugar Pine Railway Right-of-Way and Track Map, June 1. H. C. A. Worrell, Engineer. Scale: 1" = 400'. (This map was undoubtedly derived from a 1913 alignment map by W. H. Newell.)

Sugar Pine Railway Company (SPRwy)

- 1906 Tuolumne County tax calculation and bill.
- Bullock certification to Mercantile Trust Company regarding SPRwy assets.
- 1908 Agreement between Sierra Railway Company of California and the Sugar Pine Railway Company, June 8.
- 1912 Letter to Mercantile Trust Company from SPRwy Co., December 13. (Located in black tin box with gold trim.)
- 1913 California Railroad Commission Physical Valuation of Steam Railroads for the Sugar Pine Railway Company. (Note that the State of California Railroad Commission's opinion and findings "in the matter of ascertaining the value of the property of Sugar Pine Railway Company," Case no. 207, decision no. 2047, written by Commissioner H. D. Loveland is based upon this report from the SPRwy to the RR Commission.)
- 1914 Balance Sheet Ending 12-31-14 and Trial Balance Sheet. (Located in black tin box with gold trim.)
- Annual Report of the Sugar Pine Railway Company to the State Board of Equalization. (Located in black tin box with gold trim.)
- 1916 Agreement between Sierra Railway Company of California and the Sugar Pine Railway Company, November 1.
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- Agreement between Sierra Railway Company of California, the Sugar Pine Railway Company and the Standard Lumber Company, April 12.
- 1920 Application No. 6311, Discontinuance as a Common Carrier, December 8. (Located in black tin box with gold trim.)
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- Hall, J. R.
- 1927 Special Use Permit to Pickering Lumber Company for building and maintaining a railroad through government land from Schoettgen Junction to Soap Creek Pass. File designation: L/ Uses, Stanislaus/ Pickering Lumber Company/ Railroad 4-14-27, April 23.
- Special Use Permit to Pickering Lumber Company for building and maintaining a railroad through government land from Schoettgen Junction to Soap Creek Pass. File designation: L/ Uses, Stanislaus/ Pickering Lumber Company/ Railroad 4-14-27, unsigned and undated. Amendment of SUP issued by Hall, April 23.
- Hill, C. L.
- 1927 Letter from Acting District Forester to D. H. Steinmetz. File designation: L/ Uses, Stanislaus/ Pickering Lumber Company/ RR 4-14-27, June 14.
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- 1926 Letter from District Forester to D. H. Steinmetz. File designation: L/ Uses/ Stanislaus, October 22.
- 1927 Letter from District Forester to Forester. File designation: EW/ Stanislaus/ Beardsley Flat Reservoir; L/ Uses, Stanislaus/ Standard Lumber Company/ Railroad 4-9-24, dated February 25.
- Transmittal letter to D. H. Steinmetz, August 13, with amended USDA Forest Service Special Use Permit for PLC mainline from Schoettgen Junction to Soap Creek.
- Wilson, J. W.
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- Rassenfoss, J. C.
- 1940 Letter to T. D. Woodbury, July 18.
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- 1907 Contract, Standard Lumber Company, Timber Sale, January 29, 1907. (Located in 2400 - Sales.)
- 1911 Timber Sale Agreement 6-29-11 and Tract Report by Forest Assistant J. V. Wulff. (Located in 2400 - Sales.)
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- 1917 Timber Sale Agreement 3-12-17 and Report of Timber Cut, September 1. (Located in 2400 - Sales.)
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- Woodbury, T. D.
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Interviews

- Dambacher, Garnet and Manny Marshall
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- Dambacher, Garnet, Manny Marshall and Tom Marshall
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- Leonard Ruoff
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